SGI

Head Office

Feb. 20, 2003

To whom it may concern:

Please find enclosed a copy of the 2003 Preliminary Casualty Collisions and the complete 2002 Traffic Accident Information System (TAIS) report.

Due to a change in accident reporting procedures implemented in August 2002, the way information is collected for TAIS has also changed. Prior to the change in accident reporting procedures, all information used in TAIS came from police reports. Under the new process, information is gathered from police reports, as well as through SGI's claims reporting system. This offers a more accurate account of the number of collisions in Saskatchewan. However, it has also taken longer to collect the information, resulting in a delay in the release of the 2002 TAIS report. My apologies for any inconvenience this may have caused.

If you have any questions about the information enclosed, please contact me at the number below.

For media inquiries, please contact Julianne Jack at (306) 775-6907.

Sincerely,

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2003 Preliminary Casualty Collisions

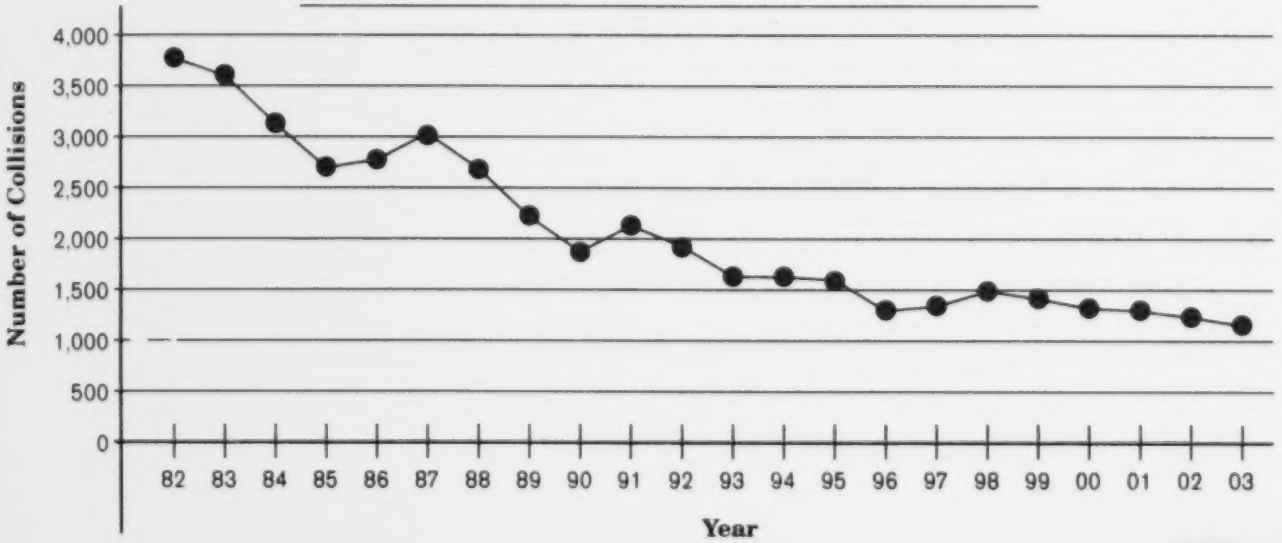
In 2003, 148 people died as a result of traffic accidents in Saskatchewan. Of these, 121 were vehicle occupants, 16 were pedestrians, three were occupants of construction, farm or other equipment, four were motorcyclists and four were operators of a snowmobile or ATV. The number of injured persons from traffic accidents in 2003 was 7,331.

The traffic fatalities in 2003 represent an eight per cent increase from the 2002 figure of 137. Fatalities were, however, marginally lower than the previous three-year average of 151. The number of people injured as a result of traffic collisions in 2003 was 0.7 per cent more than the 2002 number of 7,277 and 0.4 per cent lower than the previous three-year average of 7,360.

We continue to see a long-term decreasing trend in the overall number of alcohol-related traffic accidents and associated casualties (injuries and deaths) in the province. Alcohol use continues to be the dominant contributing factor to fatal collisions in Saskatchewan. It was a factor in 53 of the 136 fatal accidents in 2003, matching the previous three-year average of 39 per cent. The number of injuries resulting from alcohol involved crashes was 758 in 2003. This is an 11 per cent drop from the previous three-year average of 850.

The proportion of fatally injured vehicle occupants who were unbuckled decreased slightly from 46 per cent in 2002 to 44 per cent in 2003. Additionally, over 90 per cent of all the deaths involving unbelted occupants resulted from single vehicle incidents. The issue of low seat belt use among fatally injured vehicle occupants continues to be a concern on our rural and First Nations roads. Fifty-eight per cent of vehicle occupant deaths on rural roads involved unbelted occupants. All of the fatalities reported on First Nations roads involved unbelted people.

Collisions Involving Alcohol by Year



104-03099/

Injury Collisions by Road System

Road System	1998	1999	2000	2001	2002	Average 2000-2002	2003	% Change
Urban	3,262	3,545	3,555	3,058	3,263	3,292.0	3,448	4.7
Highways	996	1,140	1,069	1,062	1,078	1,069.7	1,014	-5.2
Rural	563	605	610	620	581	603.7	604	0.1
Other	135	178	200	164	171	178.3	123	-31.0
Totals	**4,956**	**5,468**	**5,434**	**4,904**	**5,093**	**5,143.7**	**5,189**	**0.9**

Injuries by Road System

Road System	1998	1999	2000	2001	2002	Average 2000-2002	2003	% Change
Urban	4,336	4,826	4,774	4,041	4,326	4,380.3	4,535	3.5
Highways	1,754	1,978	1,819	1,711	1,734	1,754.7	1,674	-4.6
Rural	889	926	933	950	945	942.7	913	-3.1
Other	238	291	325	250	276	283.7	209	-26.3
Totals	**7,217**	**8,021**	**7,851**	**6,952**	**7,281**	**7,361.3**	**7,331**	**-0.4**

ALCOHOL INVOLVED Injury Collisions by Road System

Road System	1998	1999	2000	2001	2002	Average 2000-2002	2003	% Change
Urban	296	283	294	211	236	247.0	245	-0.8
Highways	112	139	125	131	124	126.7	100	-21.1
Rural	100	82	73	72	75	73.3	63	-14.1
Other	53	47	49	46	61	52.0	42	-19.2
Totals	**561**	**551**	**541**	**460**	**496**	**499.0**	**450**	**-9.8**

ALCOHOL INVOLVED Injuries by Road System

Road System	1998	1999	2000	2001	2002	Average 2000-2002	2003	% Change
Urban	457	448	458	340	335	377.7	361	-4.4
Highways	253	272	245	264	204	237.7	190	-20.1
Rural	196	170	143	136	151	143.3	116	-19.1
Other	100	90	85	81	109	91.7	91	-0.7
Totals	**1006**	**980**	**931**	**821**	**799**	**850.3**	**758**	**-10.9**

Casualties by Road User Class

Victim Class	1998		1999		2000		2001		2002		2003	
	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths
Drivers	3,904	77	4,484	90	4,431	80	3,911	92	4,216	70	4,306	87
Passengers	2,519	46	2,785	72	2,640	48	2,297	49	2,352	43	2,272	34
Pedestrians	363	17	357	14	369	18	365	15	361	17	318	16
Bicyclists	228	0	198	4	207	1	191	3	166	2	204	0
Motorcyclists	127	3	119	2	145	2	132	3	127	3	164	4
Not stated/other	76	5	78	6	59	2	56	4	59	2	47	7
Total	**7,217**	**148**	**8,021**	**188**	**7,851**	**151**	**6,952**	**166**	**7,281**	**137**	**7,311**	**148**

Per cent Seat Belt Use of Injured Drivers and Passengers in 2003

	Injuries Seat Belt Use (%)			Deaths Seat Belt Use (%)		
	Yes	No	Not Stated	Yes	No	Not Stated
Urban Streets	88.4	4	7.6	61.5	38.5	0
Highways	86	8.1	5.9	58.7	33.3	8
Rural Roads	76.3	15.3	8.4	40	56.7	3.3
Other	46.6	39.3	14	0	100	0
Total	85.1	7.5	7.4	52.9	41.3	5.8

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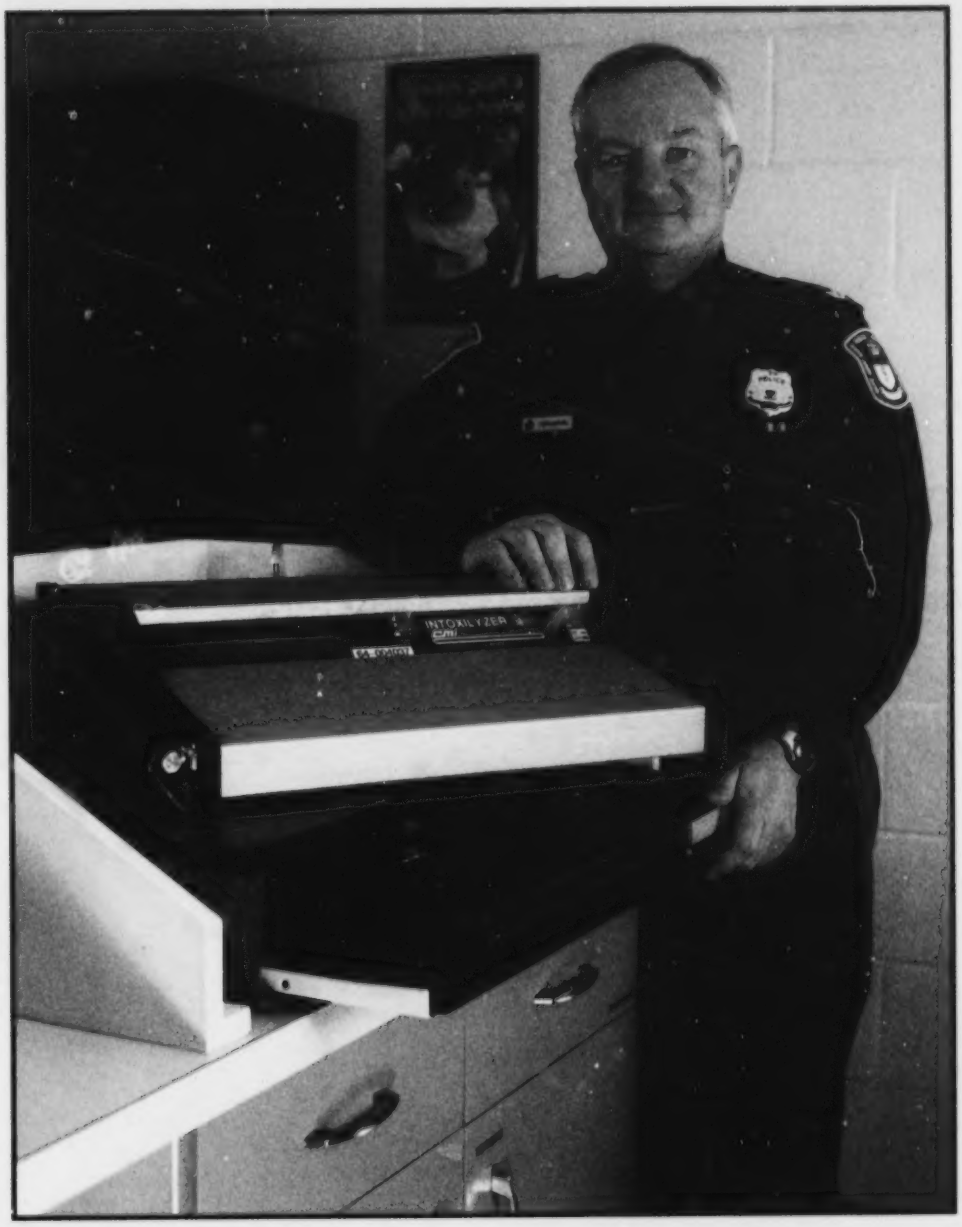
SGI
Take care out there.

SASKATCHEWAN TRAFFIC ACCIDENT FACTS

2002



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Take care out there.

2002 QUICK FACTS

(2002 Compared to 2001)

	2001	2002	% CHANGE
Property Damage Only Collisions *	22,623	29,235	29.2 **
Personal Injury Collisions *	4,904	5,092	3.8
Fatal Collisions *	139	123	-11.5
Total Reported Collisions *	27,666	34,450	24.5 **
Number of Deaths	166	137	-17.5
Number of Injuries	6,952	7,277	4.7
Provincial Highway Collisions	5,230	6,769	29.4 **
Rural Road Collisions	3,063	3,129	2.2
Urban Street Collisions	18,565	22,604	21.8 **
Other Locations	808	1948	141.1 **
Registered Vehicles	713,000	721,999	1.3
Licensed Vehicle Operators	665,760	666,374	0.1
Saskatchewan Population	1,017,087	1,011,808	-0.5
Collisions Per 100 Licensed Operators	4.16	5.17	24.4 **
Collisions Per 100 Registered Vehicles	3.88	4.77	23.0 **
Collisions Per 100 Population	2.72	3.40	25.2 **
Casualty Collisions Per 100 Licensed Operators	0.76	0.78	3.3
Casualty Collisions Per 100 Registered Vehicles	0.71	0.72	2.1
Casualty Collisions Per 100 Population	0.50	0.52	4.0

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed $1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.

**Property damage only collisions in 2002 increased due to a change in reporting procedures.

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Letter of Transmittal

January 2004

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you "Saskatchewan Traffic Accident Facts" for 2002.

Much of the information in this report comes from SGI's database on motor vehicle crashes called the "TAIS" (Traffic Accident Information System), which in turn relies on the dedicated efforts of law enforcement officers throughout Saskatchewan. The invaluable efforts of our enforcement community in providing us with reliable, complete information about crashes has made this publication possible.

The traffic accident reporting system was streamlined, effective August 1, 2002, so that only collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. Due to the efforts of SGI's dedicated Claims staff, this change has cut red tape and provides convenient one stop service for SGI's customers. It has also freed up valuable enforcement resources that can be devoted to other high priority issues.

In 2002, the number of alcohol-related collisions and their associated casualties declined. However, the role of alcohol in traffic accidents in the province – especially the serious ones – remains at unacceptably high levels. In addition too many people are dying on our rural and First Nations roads because of the lack of seat belt use. SGI will continue to focus its efforts and partnerships with you to help improve road safety in Saskatchewan.

I encourage all of you to do your part to make Saskatchewan's roads safer.

Yours truly,

Larry Fogg
President

2002 SUMMARY

Accident reporting procedures in Saskatchewan changed in August 2002, and the change affects how information is collected for SGI's Traffic Accident Information System (TAIS). Prior to the change, all information used in TAIS came from police reports. Under the new process, only collisions involving bodily injury, death, hit and run, an out of province driver, an impaired operator or where vehicles have to be towed are reported to police. All other accidents are now reported to TAIS through SGI's Claims reporting system.

In 2002, the number of property damage only (PDO) accidents increased by 33 per cent compared to the previous three-year average. However, the number of fatal collisions and injury collisions in 2002 declined compared to the previous three-year averages. These numbers indicate that the sharp rise in the number of PDO accidents is due to the change in reporting procedures. Because of the change, year to year comparisons of PDO accidents will not be possible until data for 2004 are compiled.

There were 34,450 traffic accidents in total recorded in TAIS in 2002. The number for 2001 was 27,666 and the previous three-year average was 27,381. The 2002 results correspond to a 25.8 per cent increase over the previous three-year average and a 24.5 per cent increase over the 2001 statistics. These increases are also largely attributable to the change in accident reporting procedures.

There were 123 fatal accidents in 2002 down from 139 in 2001. Fatal accidents decreased by 13.2 per cent in 2002 as compared to the previous three-year average. These accidents resulted in 137 traffic fatalities – the lowest since 1997 and the second lowest in the province's history (the lowest was 135 fatalities in 1996). The number of injury accidents in 2002 was 5,092, a 3.4 per cent decrease from the average for 1999 through 2001.

The total number of alcohol-related collisions in 2002 was 1,293, compared to a three-year average of 1,387, and a 2001 figure of 1,328. There were 48 alcohol-related fatal accidents in 2002 as compared to 68 in 2001. Overall, we see a long-term decreasing trend in the number of alcohol-related traffic accidents and associated casualties (injuries and deaths) in the province. However alcohol-related accidents continue to be the leading contributor to traffic fatalities in the province.

The proportion of fatally injured vehicle occupants who were unbuckled decreased from 53 per cent in 2001 to 46 per cent in 2002. Nonetheless, the issue of low seat belt use by fatally injured vehicle occupants continues to be a concern on our rural and First Nations roads. Close to 67 per cent of vehicle occupant deaths on rural roads involved unbelted occupants. All of the fatalities reported on First Nation roads involved unbelted people. Additionally, all the deaths involving unbelted occupants resulted from single vehicle incidents.

SGI

Is your child protected?

It's important to use a child safety seat to keep your young ones safe while travelling.

In a crash, children who are not properly buckled can suffer serious injuries by being thrown around the inside of the vehicle, or even being thrown out of the vehicle. If a child without a safety seat is in a vehicle going 50 km/h and the vehicle crashes, the impact would be the same as dropping the child from a third-story window.

SGI surveys show that half of Saskatchewan children age eight and under are not properly fitted and secured in car seats.

It is the law that small children who weigh 18 kg (40 lbs.) or less be properly fitted into a safety seat that is fastened into the vehicle by a seat belt. Car seats that face forward also come with a tether strap. To comply with the law, tether straps need to be attached to the vehicle.

Children that weigh between 18 kg (40 lbs.) and 27 kg (60 lbs.) should ride in a booster seat.

get the right fit

For more information on child safety seats, including how to make sure your child is properly fitted and secured, phone SGI toll free at 1-800-667-8015, ext. 6179 or visit the SGI web site: www.sgi.sk.ca

Introduction

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring on Saskatchewan highways. This information is captured from traffic collision reporting by Saskatchewan police agencies and SGI claims in accordance with Section 83 of *The Highway Traffic Act*.

TAIS provides valuable information for many traffic collision countermeasure programs and has done so since its inception in 1979. As a result of changing needs and improved technologies, a new TAIS was implemented in January 1991 consisting of a personal computer-based system that provided an adaptability to client needs. In January 2001, a new form was introduced for the reporting of property damage only collisions not attended by police agencies. This form made it easier for police to record the necessary information on traffic collisions reported at the police station.

Additional system modifications implemented Aug. 1, 2002 further streamlined the reporting process. Traffic collisions that involve bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed continue to be to reported police. Information on all other types of collisions are collected through SGI's claims reporting process. These efforts have freed up valuable police resources that can be devoted to other high priority issues.

TAIS, the MVA report forms and various collision publications are administered by the Saskatchewan Auto Fund. The collection of this valuable data is made possible by the efforts and dedication of police officers and SGI claims staff who complete their respective collision investigation reports and insurance claims.

TAIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of $1,000 in property damage, not including damage to cargo. TAIS records only reportable motor vehicle collisions that occur on public roadways. While legislation requires the reporting of private property collisions, they are not recorded on TAIS. The following is a list of words and terms used in reportable motor vehicle collisions:

INCIDENT - any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.

MOTOR VEHICLE - any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.

IN TRANSPORT - means "in motion or being operated" on a roadway.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.

PUBLIC ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.

SNOWMOBILES AND OFF-HIGHWAY VEHICLES - collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.

ROAD AUTHORITY - the jurisdiction responsible for the general maintenance and traffic safety of the road. The following is a list of Road Authorities and location breakdowns used in the MVA report:

URBAN LOCATION - any street, lane or back alley as defined in codes 01 and 02 below which is within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

01. STREET - any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

02. LANE/BACK ALLEY - any alley or lane within an urban area intended for use by the public and maintained by the local government.

HIGHWAY LOCATION - any rural/urban highway, provincial road, community access or service road, or other highway as defined in codes 03, 04 and 05 below.

03. RURAL/URBAN HIGHWAY - any numbered provincial highway in a rural area or urban area with a population less than 1,000 that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

04. PROVINCIAL ROADS (900 series highways) - any public highway with a highway number greater than 900.

05. COMMUNITY ACCESS, SERVICE ROAD/OTHER - roads built and maintained by Saskatchewan Highways and Transportation providing access to communities, industrial plants and/or land parcels.

RURAL ROAD LOCATION - any designated grid, municipal or other road as defined in codes 06 and 07 below.

06. DESIGNATED GRID ROAD - a municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).

07. MUNICIPAL/OTHER RURAL ROAD - any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).

OTHER LOCATIONS - any location not identified under urban, highway or rural road locations.

08. PRIVATE LAND/PARKING LOT - privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Accidents coded to this Road Authority are **not** recorded on TAIS.

09. FIRST NATIONS (Grid or Municipal Road) - any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation.

10. NORTHERN FOREST ROAD - roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

11. FEDERAL/PROVINCIAL LANDS - any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land such as parks, federal community pastures, etc.

12. NOT KNOWN - this code is intended for use only when a general location is definitely not known.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in *The Highway Traffic Act* ($1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed $1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of Aug. 25, 2003. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

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Historical Trends

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Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property damage only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined, effective August 1, 2002, so that only collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high priority issues.

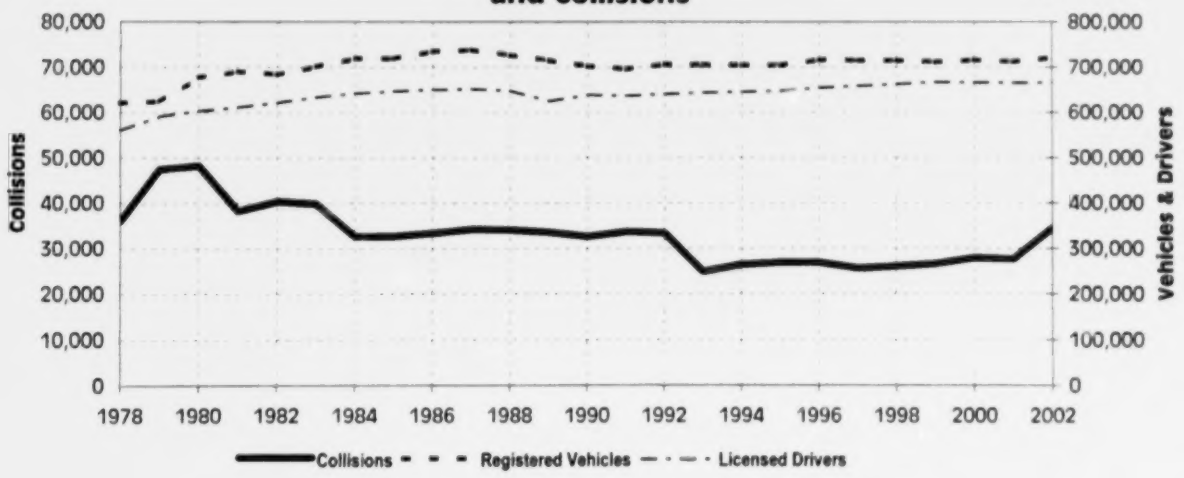
The increase in the total number of accidents can be mainly attributed to the change in accident reporting procedures implemented in August 2002. This change resulted in a 33 per cent increase in the number of property damage only (PDO) accidents captured by TAIS in 2002 as compared to the previous three-year average. Year to year comparisons of PDO accidents will not be possible until data for 2004 are completed.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five-year averages for fatal and injury crashes are now 136 and 5,174 respectively. Trends in all collisions showed an upward trend until 1979-1980, and dropped off to stay at relatively stable levels through the mid-1980s to early 1990s. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have also been steady.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



3 Year Summary

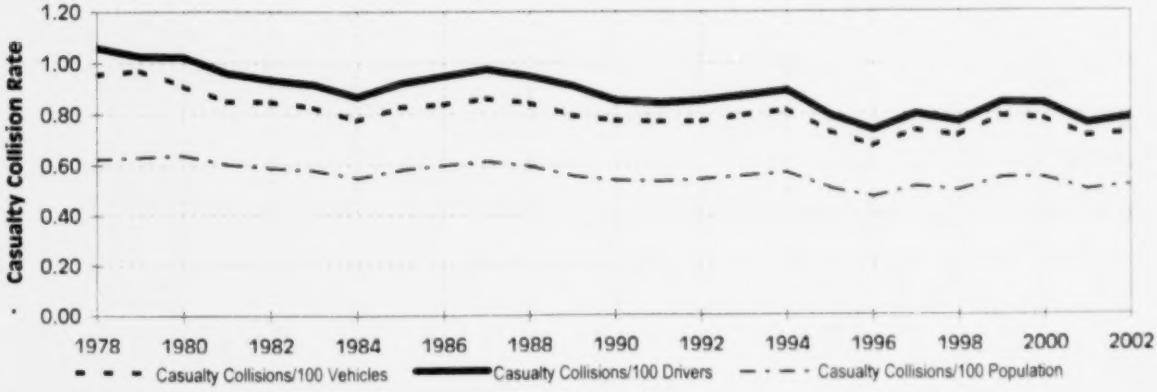
	2000	2001	2002	% Change
Registered Vehicles	716,723	713,000	721,999	1.26
Licensed Drivers	666,266	665,760	666,374	0.09
Total Collisions	27,922	27,666	34,450	24.52 *

See Appendix sections A1.1 to A1.7 for additional details

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



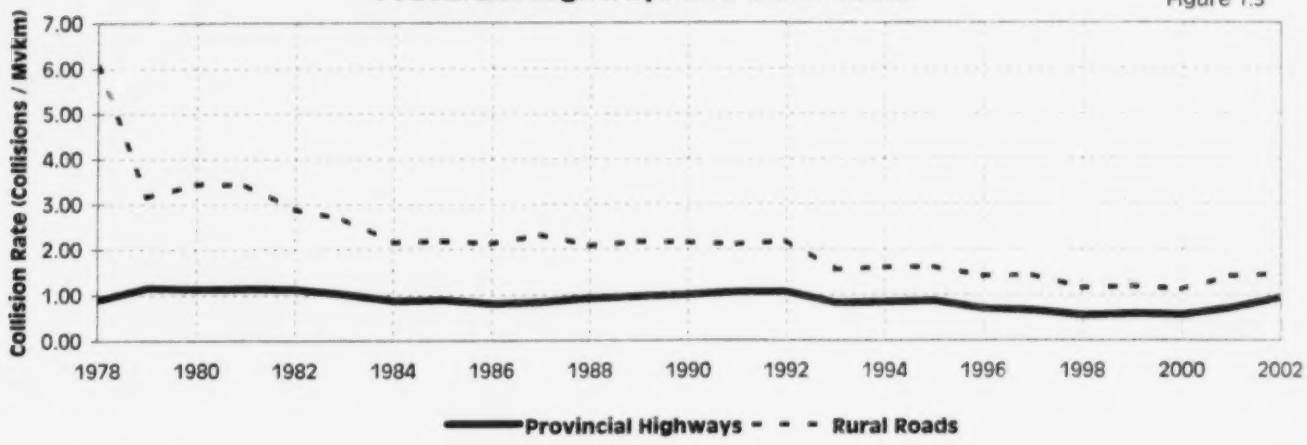
3 Year Summary

	2000	2001	2002	% Change
Casualty Collisions / 100 Registered Vehicles	0.78	0.71	0.72	2.18
Casualty Collisions / 100 Licensed Drivers	0.84	0.76	0.78	3.37
Casualty Collisions / 100 Population	0.55	0.50	0.52	4.01

See Appendix sections A1.1 to A1.7 for additional details

Trends in Collision Rates (Collisions / MvKm) For Provincial Highways and Rural Roads

Figure 1.3



3 Year Summary By Road System

Collisions per Million Vehicle Kms

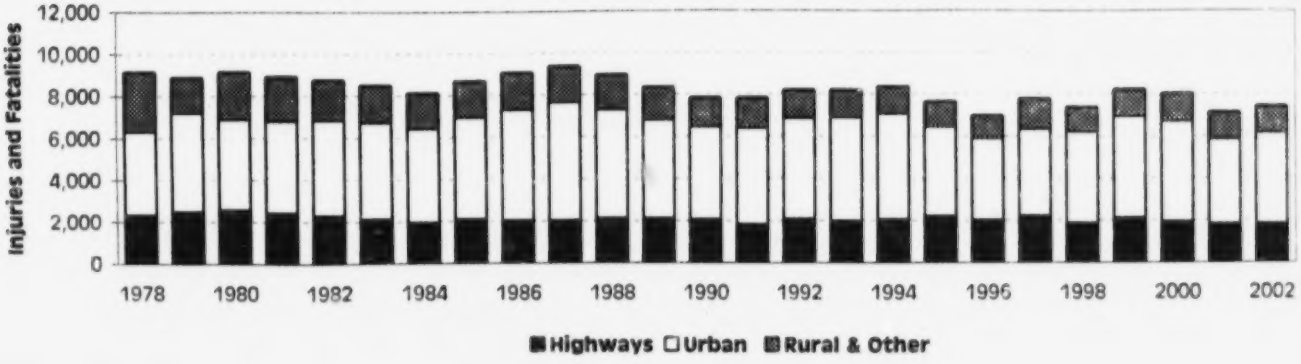
	2000	2001	2002	% Change	
Provincial Highways	0.56	0.71	0.93	30.76	*
Rural Roads	1.11	1.41	1.45	3.10	*

See Appendix sections A1.1 to A1.7 for additional details

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Trends in Total Victims by Road System

Figure 1.4



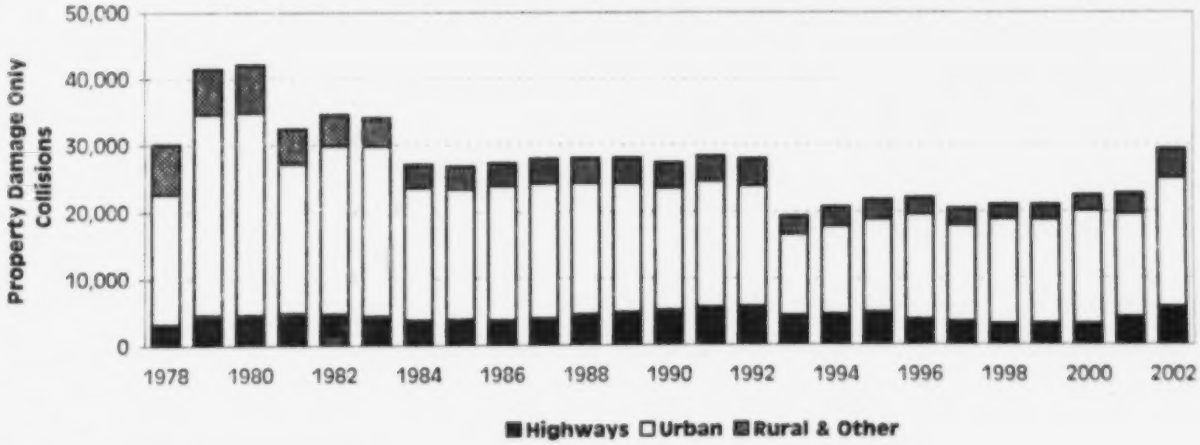
3 Year Summary by Road System

	Personal Injuries				Fatalities			
	2000	2001	2002	% Change	2000	2001	2002	% Change
Provincial Highways	1,819	1,711	1,734	1.34	88	85	81	-4.71
Urban Streets	4,774	4,041	4,326	7.05	21	18	18	0.00
Rural Roads	933	950	941	-0.95	32	45	31	-31.11
Other Roads	325	250	276	10.40	10	18	7	-61.11
Total Roads	**7,851**	**6,952**	**7,277**	**4.67**	**151**	**166**	**137**	**-17.47**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Property Damage Only Collisions

Figure 1.5



3 Year Summary by Road System

Property Damage Collisions

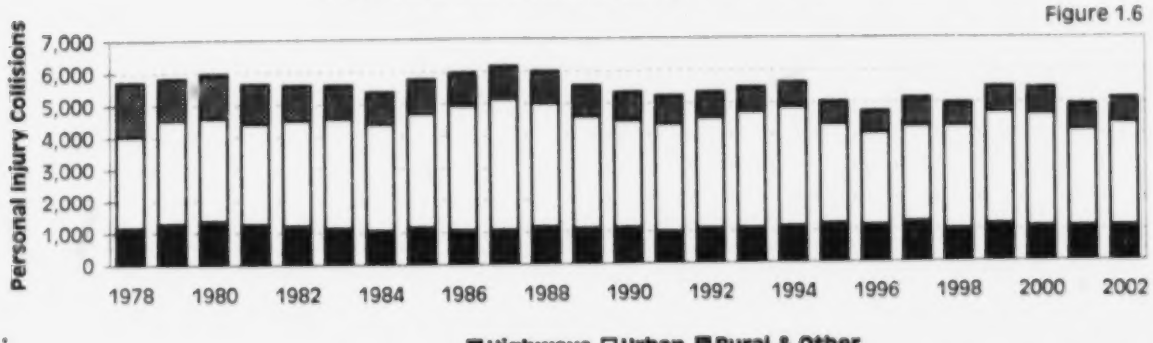
	2000	2001	2002	% Change	
Provincial Highways	3,103	4,100	5,621	37.10	*
Urban Streets	16,965	15,489	19,324	24.76	*
Rural Roads	1,784	2,401	2,520	4.96	*
Other Roads	499	633	1,770	179.62	*
Total Roads	**22,351**	**22,623**	**29,235**	**29.23**	*

See Appendix sections A1.1 to A1.7 for additional details

* Property damage only collisions in 2002 increased due to a change in reporting procedures.

Trends in Personal Injury Collisions

Figure 1.6



3 Year Summary by Road System

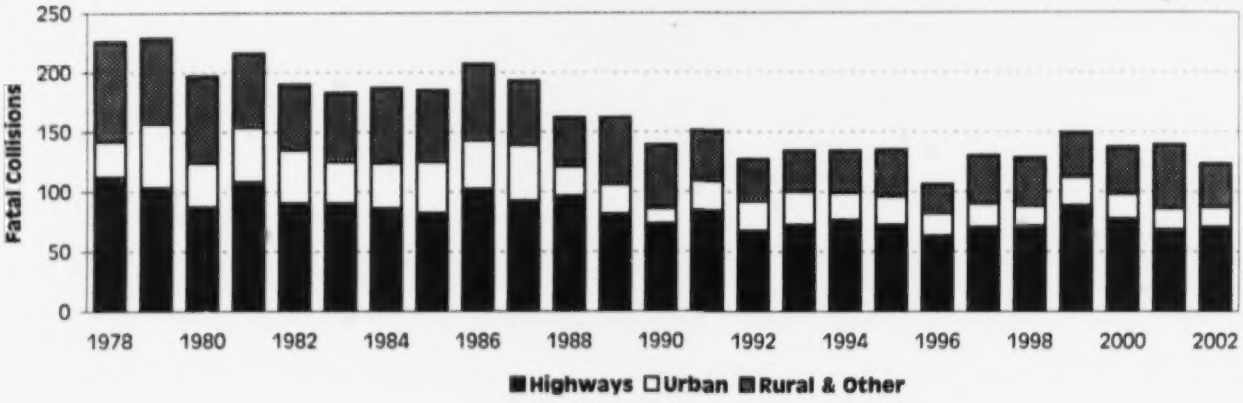
Personal Injury Collisions

	2000	2001	2002	% Change
Provincial Highways	1,069	1,062	1,078	1.51
Urban Streets	3,555	3,058	3,263	6.70
Rural Roads	610	620	580	-6.45
Other Roads	200	164	171	4.27
Total Roads	**5,434**	**4,904**	**5,092**	**3.83**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Fatal Collisions

Figure 1.7



3 Year Summary by Road System

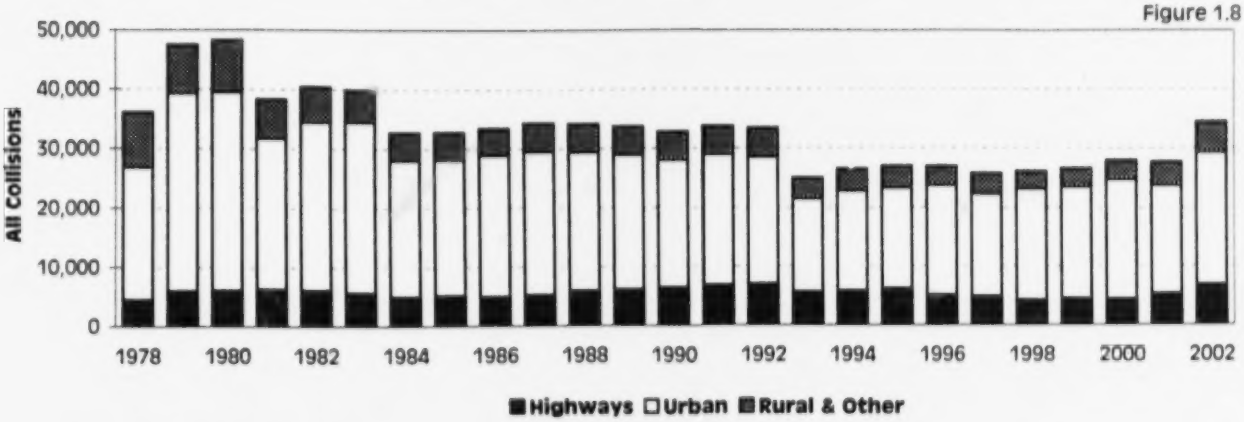
Fatal Collisions

	2000	2001	2002	% Change
Provincial Highways	77	68	70	2.94
Urban Streets	21	18	17	-5.56
Rural Roads	29	42	29	-30.95
Other Roads	10	11	7	-36.36
Total Roads	**137**	**139**	**123**	**-11.51**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



3 Year Summary by Road System

All Collisions

	2000	2001	2002	% Change	
Provincial Highways	4,249	5,230	6,769	29.43	*
Urban Streets	20,541	18,565	22,604	21.76	*
Rural Roads	2,423	3,063	3,129	2.15	*
Other Roads	709	808	1,948	141.09	*
Total Roads	**27,922**	**27,666**	**34,450**	**24.52**	*

See Appendix sections A1.1 to A1.7 for additional details

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Property Damage Only Collisions by Month and Year

Figure 1.9

Month	1997	1998	1999	2000	2001	Average 1999-2001	2002	**% Change
January	2,756	2,756	2,736	2,552	2,101	2,463.0	2,662	8.1
February	1,790	1,558	1,765	1,695	1,975	1,811.7	1,782	-1.6
March	2,054	1,541	1,676	1,209	1,643	1,509.3	2,127	40.9
April	1,279	1,187	1,208	1,324	1,393	1,308.3	1,600	22.3
May	1,262	1,412	1,413	1,399	1,441	1,417.7	1,471	3.8
June	1,452	1,534	1,557	1,664	1,575	1,598.7	1,698	6.2
July	1,415	1,498	1,551	1,653	1,608	1,604.0	1,560	-2.7
August	1,512	1,488	1,444	1,442	1,644	1,510.0	2,440	61.6 *
September	1,446	1,538	1,571	1,591	1,666	1,609.3	2,468	53.4 *
October	1,665	1,890	1,714	1,633	2,296	1,881.0	3,524	87.3 *
November	1,859	2,287	1,942	2,602	2,245	2,263.0	3,679	62.6 *
December	1,910	2,275	2,363	3,587	3,036	2,995.3	4,224	41.0 *
Totals	**20,400**	**20,964**	**20,940**	**22,351**	**22,623**	**21,971.3**	**29,235**	**33.1**

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

Total Injuries by Month and Year

Figure 1.10

Month	1997	1998	1999	2000	2001	Average 1999-2001	2002	**% Change
January	604	544	719	665	501	628.3	525	-16.4
February	564	464	548	513	537	532.7	393	-26.2
March	580	453	592	498	498	529.3	520	-1.8
April	477	483	583	553	463	533.0	443	-16.9
May	598	594	646	607	529	594.0	601	1.2
June	611	624	733	739	606	692.7	707	2.1
July	721	679	669	714	641	674.7	599	-11.2
August	797	708	755	714	682	717.0	709	-1.1
September	669	704	664	721	605	663.3	678	2.2
October	664	701	755	734	654	714.3	691	-3.3
November	648	648	713	634	614	653.7	668	2.2
December	673	615	644	759	622	675.0	743	10.1
Totals	**7,606**	**7,217**	**8,021**	**7,851**	**6,952**	**7,608.0**	**7,277**	**-4.4**

** % change is a comparison between 2002 and the 1999 - 2001 average.

Historical Trends - Section 1

Total Deaths by Month and Year

Figure 1.11

Month	1997	1998	1999	2000	2001	Average 1999 - 2001	2002	**% Change
January	5	6	8	9	6	7.7	10	30.4
February	8	12	12	10	7	9.7	5	-48.3
March	13	5	16	10	8	11.3	5	-55.9
April	7	22	24	12	11	15.7	7	-55.3
May	21	26	25	14	12	17.0	11	-35.3
June	20	6	15	12	29	18.7	8	-57.1
July	15	17	10	19	14	14.3	17	18.6
August	13	13	12	13	21	15.3	15	-2.2
September	12	8	17	17	17	17.0	15	-11.8
October	14	16	23	18	12	17.7	19	7.5
November	13	10	16	8	21	15.0	8	-46.7
December	23	7	10	9	8	9.0	17	88.9
Totals	**164**	**148**	**188**	**151**	**166**	**168.3**	**137**	**-18.6**

Total Collisions by Month and Year

Figure 1.12

Month	1997	1998	1999	2000	2001	Average 1999 - 2001	2002	**% Change	
January	3,205	3,162	3,269	3,053	2,470	2,930.7	3,033	3.5	
February	2,191	1,899	2,186	2,084	2,369	2,213.0	2,065	-6.7	
March	2,488	1,867	2,101	1,578	2,011	1,896.7	2,499	31.8	
April	1,606	1,511	1,599	1,709	1,729	1,679.0	1,945	15.8	
May	1,677	1,838	1,873	1,842	1,816	1,843.7	1,883	2.1	
June	1,883	1,963	2,028	2,167	2,015	2,070.0	2,183	5.5	
July	1,890	1,955	2,003	2,132	2,067	2,067.3	1,987	-3.9	
August	2,021	1,953	1,945	1,926	2,125	1,998.7	2,924	46.3	*
September	1,915	2,018	2,037	2,092	2,103	2,077.3	2,975	43.2	*
October	2,110	2,382	2,244	2,144	2,762	2,383.3	4,040	69.5	*
November	2,299	2,765	2,441	3,068	2,714	2,741.0	4,172	52.2	*
December	2,370	2,735	2,831	4,127	3,485	3,481.0	4,744	36.3	*
Totals	**25,655**	**26,048**	**26,557**	**27,922**	**27,666**	**27,381.7**	**34,450**	**25.8**	

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

** % change is a comparison between 2002 and the 1999 - 2001 average.

Time of Occurrence

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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2002 traffic collisions, injuries and deaths as compared to a three-year average. Traffic deaths reflect a significant deviation from the three-year average with eight months below the average and four above. The end result is a decrease of 18.6 per cent in deaths compared to the average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figure 2.5 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Figures 2.6 and 2.7 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 and 6 a.m.

Figure 2.8 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2002 occurred Friday afternoons between the hours of 3 and 4 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

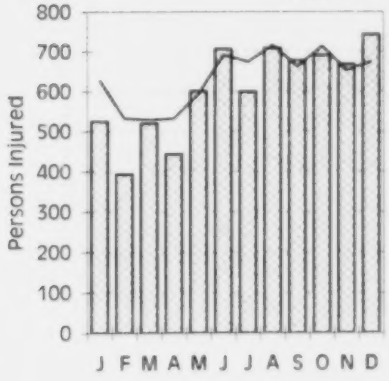


Figure 2.2

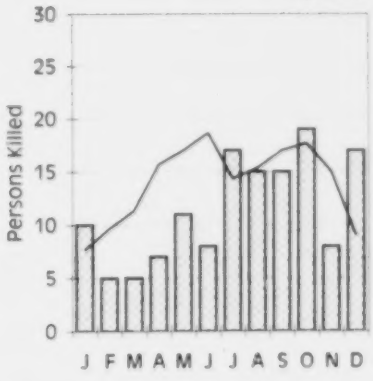
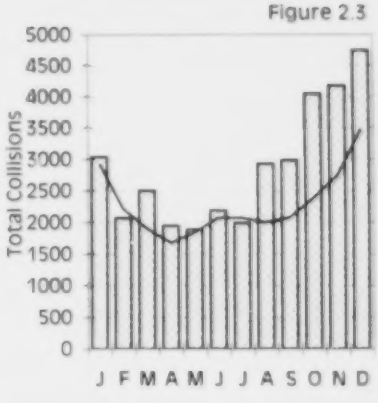


Figure 2.3



2002 Avg. (1999 - 2001)

Collisions & Victims by Month of Occurrence

Figure 2.4

	Number of Collisions				Number of Victims	
Month	**Property Damage**	**Personal Injury**	**Fatal**	**Total**	**Injured**	**Killed**
January	2,662	362	9	3,033	525	10
February	1,782	278	5	2,065	393	5
March	2,127	367	5	2,499	520	5
April	1,600	338	7	1,945	443	7
May	1,471	403	9	1,883	601	11
June	1,698	477	8	2,183	707	8
July	1,560	412	15	1,987	599	17
August	2,440	470	14	2,924	709	15
September	2,468	493	14	2,975	678	15
October	3,524	499	17	4,040	691	19
November	3,679	485	8	4,172	668	8
December	4,224	508	12	4,744	743	17
Total	**29,235**	**5,092**	**123**	**34,450**	**7,277**	**137**

Collisions During 2002 Holiday Periods

Figure 2.5

		Number of Collisions				Number of Victims	
Holiday Period		**Property Damage**	**Personal Injury**	**Fatal**	**Total**	**Injured**	**Killed**
Imp Driving Awareness Mar 18-24	(Mon - Sun)	539	87	0	626	116	0
Easter, March 29 - April 1	(Fri - Mon)	291	58	0	349	84	0
Victoria Day, May 17 - 20	(Fri - Mon)	166	54	1	221	88	1
Canada Day, June 28 - July 1	(Fri - Mon)	233	70	3	306	124	3
Heritage Day, Aug 2 - 5	(Fri - Mon)	317	48	0	365	83	0
Labour Day, Aug 30 - Sept 2	(Fri - Mon)	263	51	2	316	70	2
Thanksgiving Day, Oct 11 - 14	(Fri - Mon)	341	48	2	391	68	2
Remembrance Day, Nov 8 - 11	(Fri - Mon)	535	60	2	597	90	2
Safe Driving Week, Dec 1 - 7	(Sun - Sat)	1172	127	4	1303	171	7
Christmas Holidays, Dec 20-29	(Fri - Sun)	1,235	150	2	1,387	234	2
Total		**5,092**	**753**	**16**	**5,861**	**1,128**	**19**

Figure 2.6

Provincial Highway Collisions and Travel by Time of Day

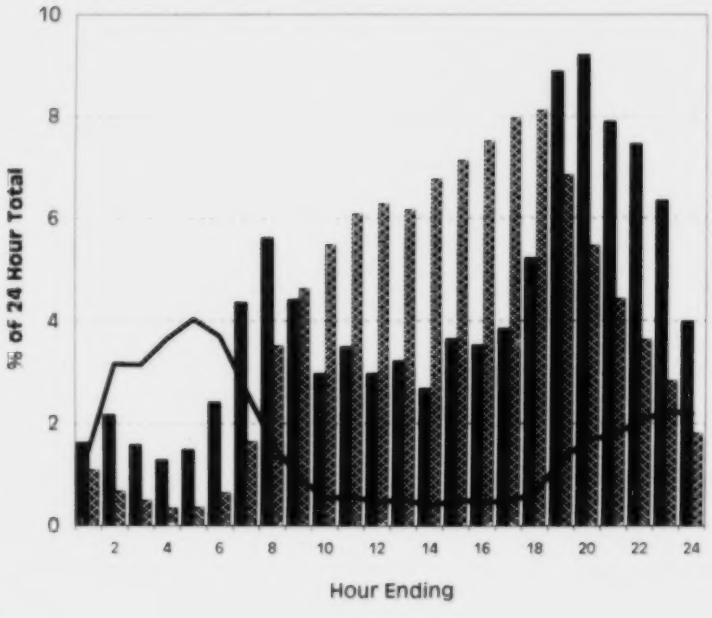
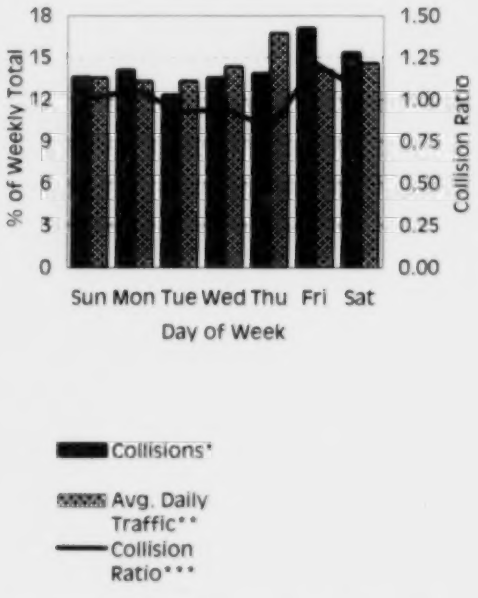


Figure 2.7

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways, ** Traffic On Provincial Highways, *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Figure 2.8

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	101	51	49	46	44	43	116	450	1.3
1 to 2 a.m.	121	48	51	53	68	79	176	596	1.7
2 to 3 a.m.	153	37	45	36	53	71	204	599	1.7
3 to 4 a.m.	132	35	35	34	39	52	143	470	1.4
4 to 5 a.m.	82	33	46	25	27	27	85	325	0.9
5 to 6 a.m.	75	53	51	49	53	58	78	417	1.2
6 to 7 a.m.	67	127	99	96	118	93	108	708	2.1
7 to 8 a.m.	73	247	233	216	201	201	108	1,279	3.7
8 to 9 a.m.	68	308	278	291	354	286	156	1,741	5.1
9 to 10 a.m.	80	231	168	155	213	198	178	1,223	3.6
10 to 11 a.m.	133	238	198	175	211	238	200	1,393	4.0
11 a.m. to 12 p.m.	127	226	223	202	234	276	252	1,540	4.5
12 to 1p.m.	204	308	304	304	308	329	270	2,027	5.9
1 to 2 p.m.	191	288	284	244	267	292	255	1,821	5.3
2 to 3 p.m.	210	277	272	246	286	298	291	1,880	5.5
3 to 4 p.m.	205	422	391	377	378	472	292	2,537	7.4
4 to 5 p.m.	207	408	371	358	422	447	264	2,477	7.2
5 to 6 p.m.	201	397	354	407	371	428	251	2,409	7.0
6 to 7 p.m.	218	299	331	312	332	336	325	2,153	6.2
7 to 8 p.m.	249	250	235	259	275	380	289	1,937	5.6
8 to 9 p.m.	225	207	187	214	240	289	255	1,617	4.7
9 to 10 p.m.	211	188	208	216	230	273	255	1,581	4.6
10 to 11 p.m.	190	164	155	170	186	255	238	1,358	3.9
11 p.m. to 12 a.m.	130	123	108	101	150	228	215	1,055	3.1
Not Stated	106	130	105	121	102	150	143	857	2.5
Total	**3,759**	**5,095**	**4,781**	**4,707**	**5,162**	**5,799**	**5,147**	**34,450**	
Per cent	**10.9**	**14.8**	**13.9**	**13.7**	**15.0**	**16.8**	**14.9**		**100.0**

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies the causal factors are assigned by the investigating officer. Incidents reported through SGI-Dial-a-Claim are assigned causal factors only if they are clearly identified in the driver's statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2002, a total of 40,797 factors contributed to 34,450 collisions. The numbers in these figures represent the number of collisions in which a contributing factor was present and not the total number of occurrences of that factor. For example, driver inattention was recorded in 6,441 collisions (Fig 3.2), however, there were 6,749 occurrences of driver inattention (Fig 5.9).

Driver inattention and driver distraction account for 17.8 per cent of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (43.1%) than in all collisions (26.1%). Human condition and human action account for 55.8 per cent of all factors in collisions, as compared to 77.8 per cent of factors in fatal crashes.

Figures 3.6 and 3.10 summarize the factors by road system. Seventy-two per cent of urban collisions are attributed to human factors, while environmental conditions are more prevalent in rural collisions (65%).

Top 10 Contributory Factors in Fatal Collisions During 2002

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	3	21	18	2	44	16.7
Driver Inattention / Distraction	4	18	5	0	27	10.2
Fail To Yield / Traffic Control Disregarded	7	9	8	0	24	9.1
Road Conditions	3	8	5	1	17	6.4
Weather Conditions	3	8	3	0	14	5.3
Driving Too Fast For Conditions	2	9	0	2	13	4.9
Driver Inexperience / Confusion	2	5	4	1	12	4.5
Exceeding the Speed Limit	2	7	2	1	12	4.5
Pedestrian Action Contributed	4	4	0	3	11	4.2
Fell Asleep / Extreme Fatigue	0	8	3	0	11	4.1

Major Contributing Factors by Collision Severity

Figure 3.1

Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	4,596	1,822	23	6,441	15.8
Driver Distraction	592	240	2	834	2.0
Had Been Drinking	322	203	10	535	1.3
Driving While Impaired	429	287	33	749	1.8
Extreme Fatigue	46	38	2	86	0.2
Fell Asleep	106	100	9	215	0.5
Driver Inexperience / Confusion	816	395	11	1,222	3.0
Lost Consciousness / Sudden Illness	28	24	3	55	0.1
Physical / Medical Disability	52	28	1	81	0.2
Drugs (Prescription or Illegal)	25	17	4	46	0.1
Defective Eyesight / Hearing	18	7	1	26	0.1
Other Human Conditions	224	111	4	339	0.8
Total	**7,254**	**3,272**	**103**	**10,629**	**26.1**

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	1,971	738	14	2,723	6.7
Traffic Control Device Disregarded	943	356	10	1,309	3.2
Following too Closely	573	273	4	850	2.1
Driving too Fast for Conditions	1,104	486	13	1,603	3.9
Exceeding Speed Limit	151	126	12	289	0.7
Turning Improperly	496	121	1	618	1.5
Passing or Improper Lane Usage	483	93	6	582	1.4
Backing Unsafely	879	34	0	913	2.2
Fail to Signal	24	10	1	35	0.1
Driving Wrong Way in One Way Traffic	20	20	2	42	0.1
Taking Evasive Action	1,589	303	8	1,900	4.7
Careless Driving / Stunting	413	189	6	608	1.5
Pedestrian Action Contributed	2	2	0	4	0.0
Other Human Action	491	164	6	661	1.6
Total	**9,139**	**2,915**	**83**	**12,137**	**29.7**

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	83	30	0	113	0.3
Defective Lights	17	13	1	31	0.1
Defective Exhaust System	0	0	0	0	0.0
Load Shifted / Spilled	43	20	1	64	0.2
Vehicle Overloaded / Improperly Loaded	35	5	0	40	0.1
Defective Steering	17	10	0	27	0.1
Defective Suspension / Wheel Failure	29	5	0	34	0.1
Defective Tires / Tire Blowout	120	34	0	154	0.4
Defective Engine / Power Train / Wiring	39	9	0	48	0.1
Jackknife / Trailer Swing	71	12	0	83	0.2
View from Vehicle Obstructed	65	12	0	77	0.2
Other Vehicle Condition / Defective	208	35	1	244	0.6
Lights Not On	14	8	2	24	0.1
Total	**741**	**193**	**5**	**939**	**2.3**

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	5,899	209	2	6,110	15.0
Animal Action (Domestic)	281	27	1	309	0.8
Road Condition (Surface or Structure)	5,156	724	15	5,895	14.4
Loose Gravel	296	163	2	461	1.1
Snow Drift	128	47	0	175	0.4
Obstruction / Debris on Road	291	30	2	323	0.8
View Obstructed / Limited	338	93	5	436	1.1
Sun Glare	163	76	2	241	0.6
Construction Zone	139	34	2	175	0.4
Soft or Defective Shoulders	66	23	0	89	0.2
Lane Marking Inadequate	10	2	0	12	0.0
Traffic Control Device Not Working	31	9	0	40	0.1
Weather Conditions	772	273	12	1,057	2.6
Uninvolved Vehicle	1,190	151	3	1,344	3.3
Uninvolved Pedestrian	186	28	1	215	0.5
Other Environmental Condition	163	46	1	210	0.5
Total	**15,109**	**1,935**	**48**	**17,092**	**41.9**

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	5,477	610	263	91	6,441	15.8
Driver Distraction	618	133	59	24	834	2.0
Had Been Drinking	315	98	75	47	535	1.3
Driving While Impaired	503	130	63	53	749	1.8
Extreme Fatigue	32	38	11	5	86	0.2
Fell Asleep	30	154	24	7	215	0.5
Driver Inexperience / Confusion	656	203	290	73	1,222	3.0
Lost Consciousness / Sudden Illness	32	16	6	1	55	0.1
Physical / Medical Disability	55	21	4	1	81	0.2
Drugs (Prescription or Illegal)	32	8	5	1	46	0.1
Defective Eyesight / Hearing	15	9	1	1	26	0.1
Other Human Conditions	260	43	22	14	339	0.8
Total	**8,025**	**1,463**	**823**	**318**	**10,629**	**26.1**

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,478	160	68	17	2,723	6.7
Traffic Control Device Disregarded	1,202	83	22	2	1,309	3.2
Following too Closely	770	60	15	5	850	2.1
Driving too Fast for Conditions	1,023	254	248	78	1,603	3.9
Exceeding Speed Limit	204	52	23	10	289	0.7
Turning Improperly	566	34	12	6	618	1.5
Passing or Improper Lane Usage	463	106	8	5	582	1.4
Backing Unsafely	860	19	9	25	913	2.2
Fail to Signal	24	10	0	1	35	0.1
Driving Wrong Way in One Way Traffic	28	12	1	1	42	0.1
Taking Evasive Action	1,040	419	284	157	1,900	4.7
Careless Driving / Stunting	473	69	44	22	608	1.5
Pedestrian Action Contributed	4	0	0	0	4	0.0
Other Human Action	510	83	41	27	661	1.6
Total	**9,645**	**1,361**	**775**	**356**	**12,137**	**29.7**

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	90	9	8	6	113	0.3
Defective Lights	9	15	7	0	31	0.1
Defective Exhaust System	0	0	0	0	0	0.0
Load Shifted / Spilled	9	25	23	7	64	0.2
Vehicle Overloaded / Improperly Loaded	17	14	5	4	40	0.1
Defective Steering	16	6	3	2	27	0.1
Defective Suspension / Wheel Failure	11	22	0	1	34	0.1
Defective Tires / Tire Blowout	34	67	37	16	154	0.4
Defective Engine / Power Train / Wiring	32	8	3	5	48	0.1
Jackknife / Trailer Swing	14	41	13	15	83	0.2
View from Vehicle Obstructed	64	8	3	2	77	0.2
Other Vehicle Condition / Defective	138	60	26	20	244	0.6
Lights Not On	13	5	2	4	24	0.1
Total	**447**	**280**	**130**	**82**	**939**	**2.3**

Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

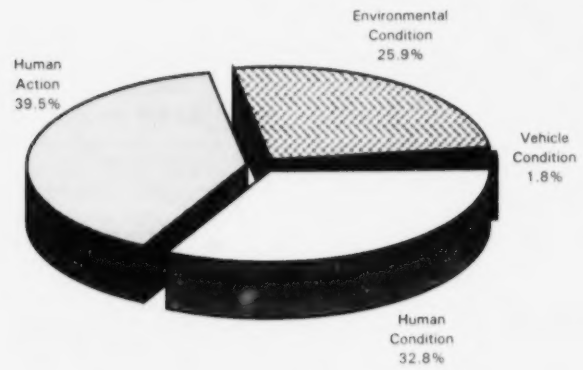
Figure 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	70	3,706	1,357	977	6,110	15.0
Animal Action (Domestic)	93	92	69	55	309	0.8
Road Condition (Surface or Structure)	3,754	1,089	691	361	5,895	14.4
Loose Gravel	44	55	309	53	461	1.1
Snow Drift	37	63	57	18	175	0.4
Obstruction / Debris on Road	122	137	39	25	323	0.8
View Obstructed / Limited	266	93	53	24	436	1.1
Sun Glare	196	23	16	6	241	0.6
Construction Zone	101	48	14	12	175	0.4
Soft or Defective Shoulders	3	26	50	10	89	0.2
Lane Marking Inadequate	6	4	1	1	12	0.0
Traffic Control Device Not Working	13	5	15	7	40	0.1
Weather Conditions	426	453	133	45	1,057	2.6
Uninvolved Vehicle	889	359	48	48	1,344	3.3
Uninvolved Pedestrian	210	1	0	4	215	0.5
Other Environmental Condition	89	54	51	16	210	0.5
Total	**6,319**	**6,208**	**2,903**	**1,662**	**17,092**	**41.9**

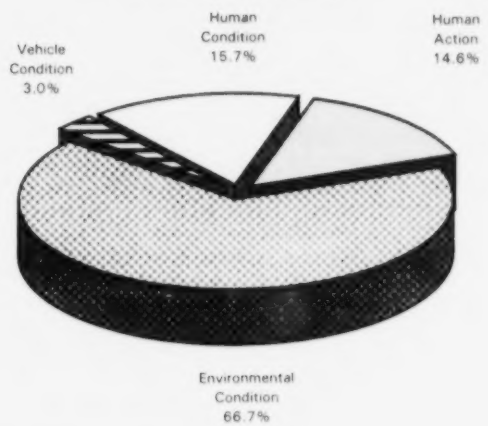
Major Contributing Factors in Collisions by Road System

Figure 3.10

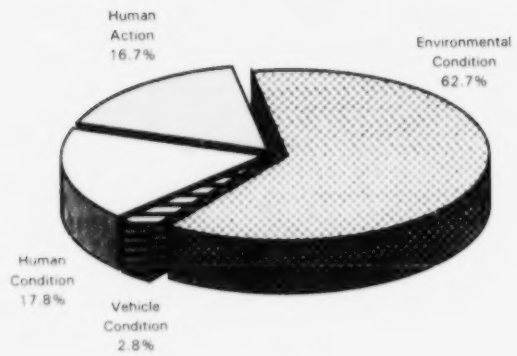
Urban Streets



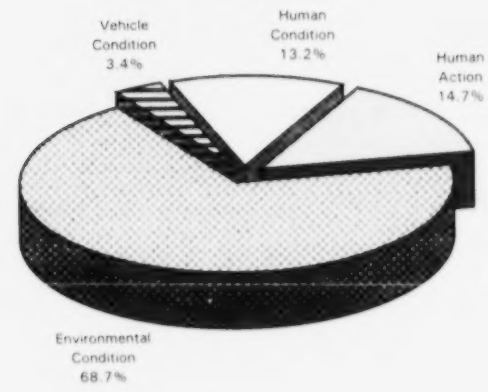
Provincial Highways



Rural Roads



Other Roads



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

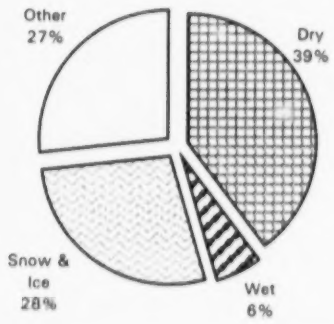
This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.3 and Figure 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (39.8%), clear weather (29.8%), daylight (40.1%) and on a straight stretch of road (45.9%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 55.3 per cent of collisions where a weather condition is "not stated."

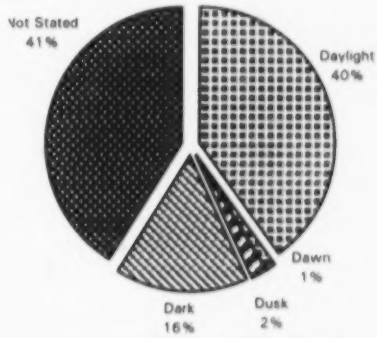
Figures 4.6 and 4.7 provide a breakdown of collisions that involve single and multiple vehicles. Single vehicle collisions account for 90.9 per cent of the collisions on rural roads, 83.6 per cent on provincial highways and 16.3 per cent on urban streets.

Figures 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jackknifing.

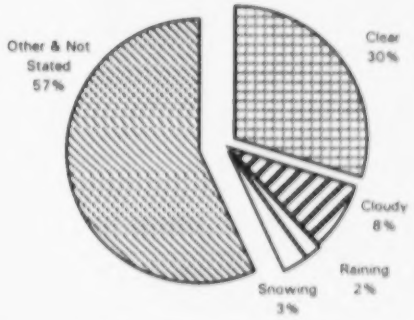
Collisions by Road Surface Condition



Collisions by Light Condition



Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Figure 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	10,872	2,767	76	13,715	39.8
Wet	1,503	503	7	2,013	5.8
Loose Snow	521	184	0	705	2.0
Packed Snow / Ice	7,785	1,052	20	8,857	25.7
Loose Gravel or Sand	1,067	362	12	1,441	4.2
Muddy	94	29	2	125	0.4
Slush	148	26	2	176	0.5
Fresh Oil	2	1	0	3	0.0
Not Stated	7,243	168	4	7,415	21.5
Total	**29,235**	**5,092**	**123**	**34,450**	**100.0**

Collisions by Light Condition and Severity

Figure 4.2

Natural/Artificial Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	10,535	3,228	59	13,822	40.1
Dawn	260	105	6	371	1.1
Dusk	465	191	5	661	1.9
Dark / No Lighting*	2,379	486	34	2,899	8.4
Dark / Lighting On*	1,839	643	10	2,492	7.2
Not Stated	13,757	439	9	14,205	41.2
Total	**29,235**	**5,092**	**123**	**34,450**	**100.0**

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Figure 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	6,935	3,240	80	10,255	29.8
Cloudy	1,949	879	23	2,851	8.3
Raining	457	180	4	641	1.9
Snowing	794	247	5	1,046	3.0
Sleet / Hail / Freezing Rain	100	35	2	137	0.4
Fog / Smoke / Smog	117	39	3	159	0.5
Drifting Snow / Dust	117	52	2	171	0.5
Strong Winds	95	37	2	134	0.4
Not Stated	18,671	383	2	19,056	55.3
Total	**29,235**	**5,092**	**123**	**34,450**	**100.0**

Intersection Related Collisions by Severity

Figure 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	9,242	2,135	8	11,385
Street/Highway	124	46	4	174
Street/Grid-Municipal Road	53	10	0	63
Street/Private Approach, Driveway	2,071	187	0	2,258
Street/Alley, Other Road	387	58	0	445
Lane Alley/Lane Alley	144	12	0	156
Lane Alley/Private Approach, Driveway	226	11	0	237
Highway/Highway	172	80	8	260
Highway/Grid-Municipal Road	181	132	2	315
Highway/Private Approach, Driveway	79	29	3	111
Highway/Other Road	14	3	0	17
Grid-Municipal Road/Grid-Municipal Road	213	85	5	303
Grid-Municipal Road/Private Approach, Driveway	59	14	0	73
Grid-Municipal Road/Other Road	96	20	0	116
Other Road/Private Approach, Driveway	73	15	0	88
Total Intersection Related	**13,134**	**2,837**	**30**	**16,001**

Non Intersection Related Collisions by Severity

Figure 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non intersection (Urban)	5,623	702	6	6,331
Non intersection (Highway)	4,949	778	53	5,780
Non intersection (Rural)	2,165	457	22	2,644
Non intersection (Other Road)	1,454	118	5	1,577
Railroad level crossing (Urban)	54	12	0	66
Railroad level crossing (Highway)	23	8	1	32
Railroad level crossing (Rural)	19	10	1	30
Railroad level crossing (Other Road)	6	1	0	7
Bridge or Overpass (Urban)	254	39	0	293
Bridge or Overpass (Highway)	50	16	0	66
Bridge or Overpass (Rural)	9	3	1	13
Bridge or Overpass (Other Road)	9	0	0	9
Tunnel or Underpass (Urban)	71	13	0	84
Tunnel or Underpass (Highway)	7	1	0	8
Tunnel or Underpass (Rural)	0	1	0	1
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	9	3	1	13
Passing Lane/Climbing Lane (Highway)	8	1	0	9
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Passing Lane/Climbing Lane (Other Road)	0	0	1	1
Ramp (Urban)	206	29	0	235
Ramp (Highway)	12	2	0	14
Ramp (Rural Road)	1	0	0	1
Ramp (Other Road)	1	0	0	1
Off Roadway (Urban)	11	2	0	13
Off Roadway (Highway)	11	2	1	14
Off Roadway (Rural)	6	5	0	11
Off Roadway (Other Road)	7	5	0	12
Other/Not Stated (Urban)	911	27	0	938
Other/Not Stated (Highway)	85	9	0	94
Other/Not Stated (Rural)	30	4	0	34
Other/Not Stated (Other Road)	110	7	1	118
Total Non Intersection Related	**16,101**	**2,255**	**93**	**18,449**
Totals	**29,235**	**5,092**	**123**	**34,450**

Collisions by Configuration and Severity

Figure 4.6

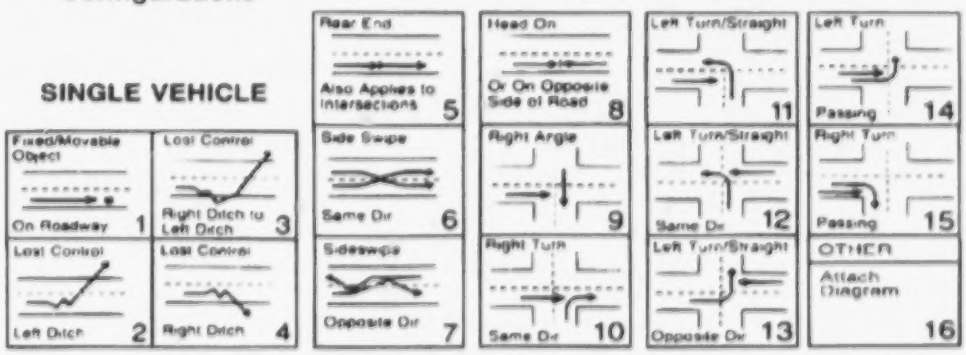
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	8,907	682	24	9,613	27.9
2 Lost Control Left Ditch	859	374	12	1,245	3.6
3 Lost Control Right to Left	290	197	7	494	1.4
4 Lost Control Right Ditch	1,794	674	22	2,490	7.2
Single Vehicle Total	**11,850**	**1,927**	**65**	**13,842**	**40.2**
5 Rear End	5,679	1,275	11	6,965	20.2
6 Side Swipe Same Direction	2,251	135	1	2,387	6.9
7 Side Swipe Opposite Direction	503	87	1	591	1.7
8 Head On	163	89	20	272	0.8
9 Right Angle	3,653	883	15	4,551	13.2
10 Right Turn Same Direction	245	22	0	267	0.8
11 Left Turn / Straight	671	138	1	810	2.4
12 Left Turn / Straight - Same Direction	288	43	1	332	1.0
13 Left Turn / Straight - Opposite Direction	1,355	351	1	1,707	5.0
14 Left Turn Passing	285	39	3	327	0.9
15 Right Turn Passing	328	19	0	347	1.0
Multiple Vehicle Total	**15,421**	**3,081**	**54**	**18,556**	**53.9**
16 Other Single or Multiple Vehicle	1,964	84	4	2,052	6.0
Total	**29,235**	**5,092**	**123**	**34,450**	**100.0**

Collisions by Configuration and Road System

Figure 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,730	4,144	1,533	1,206	9,613	27.9
2 Lost Control Left Ditch	256	463	399	127	1,245	3.6
3 Lost Control Right to Left	100	209	146	39	494	1.4
4 Lost Control Right Ditch	599	841	765	285	2,490	7.2
Single Vehicle Total	**3,685**	**5,657**	**2,843**	**1,657**	**13,842**	**40.2**
5 Rear End	6,512	323	62	68	6,965	20.2
6 Side Swipe Same Direction	2,208	153	6	20	2,387	6.9
7 Side Swipe Opposite Direction	453	89	19	30	591	1.7
8 Head On	169	59	27	17	272	0.8
9 Right Angle	4,227	206	86	32	4,551	13.2
10 Right Turn Same Direction	256	7	2	2	267	0.8
11 Left Turn / Straight	749	45	10	6	810	2.4
12 Left Turn / Straight - Same Direction	309	17	4	2	332	1.0
13 Left Turn / Straight - Opposite Direction	1,662	40	0	5	1,707	5.0
14 Left Turn Passing	262	49	9	7	327	0.9
15 Right Turn Passing	330	14	1	2	347	1.0
Multiple Vehicle Total	**17,137**	**1,002**	**226**	**191**	**18,556**	**53.9**
16 Other - Single or Multiple Vehicle	1,782	110	60	100	2,052	6.0
Total	**22,604**	**6,769**	**3,129**	**1,948**	**34,450**	**100.0**

***Collision Configurations**



Vehicles in Collisions by Roadway Alignment and Severity

Figure 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight / Level or Near Level	15,054	6,813	136	22,003	39.2
Straight / Steep Incline or Decline	280	107	7	394	0.7
Straight / Top of Hill (Crest)	182	102	7	291	0.5
Straight / Bottom of Hill (Sag)	164	98	1	263	0.5
Curved / Level or Near Level	1,123	389	15	1,527	2.7
Curved / Steep Incline or Decline	100	52	1	153	0.3
Curved / Top of Hill (Crest)	70	27	0	97	0.2
Curved / Bottom of Hill (Sag)	42	19	1	62	0.1
Dead End / Level or Near Level	93	26	0	119	0.2
Dead End / Steep Incline or Decline	2	1	0	3	0.0
Dead End / Top of Hill (Crest)	7	1	0	8	0.0
Dead End / Bottom of Hill (Sag)	2	2	0	4	0.0
Not Stated	30,249	1,003	13	31,265	55.6
Total	**47,368**	**8,640**	**181**	**56,189**	**100.0**

Sequence of Events by Severity

Figure 4.9

Fixed Objects	Property Damage	Personal Injury	Fatal	Total	%
Approach	156	92	3	251	0.5
Traffic Barricade	26	5	0	31	0.1
Building / Wall	138	40	0	178	0.4
Bridge Structure	98	31	1	130	0.3
Crash Cushions / Impact Attenuator	13	5	0	18	0.0
Culvert	58	20	3	81	0.2
Curbing	866	125	1	992	2.0
Delineator Post	19	2	0	21	0.0
Ditch Bottom / Back Slope	1,203	451	17	1,671	3.4
Debris on Road	149	6	0	155	0.3
Fence	579	70	1	650	1.3
Fire Hydrant, Parking Meter, Utility Box	95	7	0	102	0.2
Gravel Pile	14	3	1	18	0.0
Guard Rail	186	29	2	217	0.4
Lamp Support (Traffic Signal, Street Light)	462	114	2	578	1.2
Raised Median / Barrier	214	40	0	254	0.5
Power / Telephone Pole	340	58	2	400	0.8
Rock Face / Rocks on Road	139	11	1	151	0.3
Sign Post	415	46	0	461	0.9
Snow Bank / Drift	130	19	0	149	0.3
Tree / Bush	761	129	2	892	1.8
Other Fixed Object	402	29	1	432	0.9
Subtotal Fixed Objects	**6,463**	**1,332**	**37**	**7,832**	**16.1**
Movable Objects					
Another Road Vehicle	17,167	3,123	55	20,345	41.9
Animal	5,819	165	3	5,987	12.3
Pedestrian	2	335	17	354	0.7
Railroad Train	16	9	2	27	0.1
Other Movable Object	339	15	1	355	0.7
Subtotal Movable Objects	**23,343**	**3,647**	**78**	**27,068**	**55.7**
Non-Collision Events					
Ran Off Road	2,906	1,270	60	4,236	8.7
Overturned	930	965	42	1,937	4.0
Fire / Explosion	15	15	4	34	0.1
Submersion	17	5	4	26	0.1
Skidding / Sliding / Spinning	5,701	1,217	34	6,952	14.3
Load Spill	31	12	0	43	0.1
Jackknife / Trailer Swing	132	21	0	153	0.3
Other Non-Collision Events	239	32	3	274	0.6
Subtotal Non-Collision Events	**9,971**	**3,537**	**147**	**13,655**	**28.1**
Grand Total	**39,777**	**8,516**	**262**	**48,555**	**100.0**

Sequence of Events by Road System

Figure 4.10

Fixed Objects	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	44	113	69	25	251	0.5
Traffic Barricade	26	5	0	0	31	0.1
Building / Wall	169	3	0	6	178	0.4
Bridge Structure	76	35	14	5	130	0.3
Crash Cushions / Impact Attenuator	10	7	1	0	18	0.0
Culvert	14	37	24	6	81	0.2
Curbing	983	6	1	2	992	2.0
Delineator Post	14	6	0	1	21	0.0
Ditch Bottom / Back Slope	135	705	607	224	1,671	3.4
Debris on Road	37	84	23	11	155	0.3
Fence	330	111	134	75	650	1.3
Fire Hydrant, Parking Meter, Utility Box	95	2	2	3	102	0.2
Gravel Pile	5	2	8	3	18	0.0
Guard Rail	169	41	5	2	217	0.4
Lamp Support (Traffic Signal, Street Light)	542	31	0	5	578	1.2
Raised Median / Barrier	241	13	0	0	254	0.5
Power / Telephone Pole	323	33	28	16	400	0.8
Rock Face / Rocks on Road	26	36	55	34	151	0.3
Sign Post	318	104	27	12	461	0.9
Snow Bank / Drift	37	42	54	16	149	0.3
Tree / Bush	480	124	152	136	892	1.8
Other Fixed Objects	295	61	45	31	432	0.9
Subtotal - Fixed Objects	**4,369**	**1,601**	**1,249**	**613**	**7,832**	**16.1**
Movable Objects						
Another Road Vehicle	18,842	1,028	231	244	20,345	41.9
Animal	69	3,686	1,275	957	5,987	12.3
Pedestrian	315	19	3	17	354	0.7
Railroad Train	6	6	14	1	27	0.1
Other Movable Objects	132	164	23	36	355	0.7
Subtotal - Movable Objects	**19,364**	**4,903**	**1,546**	**1,255**	**27,068**	**55.7**
Non-Collision Events						
Ran Off Road	1,017	1,565	1,193	461	4,236	8.7
Overturned	142	802	821	172	1,937	4.0
Fire / Explosion	3	16	10	5	34	0.1
Submersion	2	9	12	3	26	0.1
Skidding / Sliding / Spinning	4,125	1,364	1,029	434	6,952	14.3
Load Spill	4	24	14	1	43	0.1
Jackknife / Trailer Swing	13	86	34	20	153	0.3
Other Non-Collision Events	85	105	43	41	274	0.6
Subtotal - Non-Collision Events	**5,391**	**3,971**	**3,156**	**1,137**	**13,655**	**28.1**
Grand Total	**29,124**	**10,475**	**5,951**	**3,005**	**48,555**	**100.0**

Vehicles in Collisions by Road Characteristics and Severity

Figure 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	931	386	3	1,320	2.3
Undivided Two Way	10,407	4,288	147	14,842	26.4
Divided Raised Median	3,047	1,883	5	4,935	8.8
Divided Depressed / Painted Median	2,028	1,059	19	3,106	5.5
Other	622	183	4	809	1.4
Not Stated	30,333	841	3	31,177	55.5
Grand Total	**47,368**	**8,640**	**181**	**56,189**	**100.0**

TAIS records up to three events in order of sequence for each vehicle involved in a collision. Figures 4.9 and 4.10 summarize the 48,555 events that were recorded in 34,450 collisions. It should also be noted that these figures represent the number of collisions in which an event occurred, not the total number of occurrences of that event.

Driver Factors

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Driver Factors

Driver factors captured for collisions include age and gender of the driver, traffic charges laid, human action contributing to the collision and driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used in programs directed at identifying those more likely to cause collisions, and working to address the behaviours which increase their collision risk.

Driver Improvement Program

SGI's driver improvement program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to improve the performance of drivers with poor records. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault accidents, are required to attend a Traffic Safety Workshop or an interview with an SGI driver examiner. Further convictions or at-fault accidents may result in the driver being required to a take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault accidents may result in licence restrictions or suspensions.

Probationary Driver Program

The probationary driver program encourages new drivers to avoid traffic collisions and convictions while improving their driving skills.

Drivers with probationary licences face earlier intervention after traffic or collision-related convictions that other drivers. The probationary period lasts for two years but may be extended to three years for those with poor driving records.

Saskatchewan has a zero alcohol tolerance level for probationary drivers.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Licensed Drivers			Drivers in 2002 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,102	4,132	8,234	123	78	0	201	149	49	3	201	24.41	0.32
16	6,333	5,960	12,293	1,390	893	0	2,283	1,897	380	6	2,283	185.72	2.41
17	6,851	6,384	13,235	1,476	881	2	2,359	1,943	410	6	2,359	178.24	2.31
18	6,772	6,512	13,284	1,379	768	0	2,147	1,765	376	6	2,147	161.62	2.10
19	6,716	6,506	13,222	1,172	693	0	1,865	1,566	296	3	1,865	141.05	1.83
20	6,559	6,367	12,926	1,102	594	0	1,696	1,391	299	6	1,696	131.21	1.70
21	6,361	6,089	12,450	954	486	0	1,440	1,170	264	6	1,440	115.66	1.50
22	6,221	5,803	12,024	819	491	1	1,311	1,086	216	9	1,311	109.03	1.42
23	5,962	5,743	11,705	740	453	1	1,194	981	211	2	1,194	102.01	1.32
24	5,687	5,483	11,170	717	409	0	1,126	931	189	6	1,126	100.81	1.31
25	5,559	5,403	10,962	655	355	1	1,011	847	163	1	1,011	92.23	1.20
26	5,311	5,212	10,523	598	328	0	926	744	178	4	926	88.00	1.14
27	5,233	5,060	10,293	541	296	0	837	692	142	3	837	81.32	1.06
28	5,149	5,022	10,171	562	298	0	860	703	154	3	860	84.55	1.10
29	4,954	4,905	9,859	486	296	1	783	638	144	1	783	79.42	1.03
30	5,122	5,034	10,156	517	303	0	820	666	149	5	820	80.74	1.05
31	5,015	5,075	10,090	450	288	0	738	626	109	3	738	73.14	0.95
32	5,011	5,023	10,034	449	286	0	735	614	119	2	735	73.25	0.95
33	5,015	5,095	10,110	483	318	0	801	647	153	1	801	79.23	1.03
34	5,150	5,141	10,291	451	264	0	715	591	124	0	715	69.48	0.90
35	5,132	5,141	10,273	457	304	0	761	625	133	3	761	74.08	0.96
36	5,519	5,502	11,021	483	333	0	816	672	141	3	816	74.04	0.96
37	5,889	5,988	11,877	496	337	0	833	692	141	0	833	70.14	0.91
38	6,384	6,597	12,981	506	395	0	901	731	165	5	901	69.41	0.90
39	6,904	6,987	13,891	551	393	0	944	782	161	1	944	67.96	0.88
40	6,946	7,061	14,007	579	366	0	945	783	159	3	945	67.47	0.88
41	7,187	7,080	14,267	554	334	1	889	731	155	3	889	62.31	0.81
42	7,195	7,124	14,319	561	338	0	899	754	143	2	899	62.78	0.81
43	7,335	7,179	14,514	533	351	0	884	735	147	2	884	60.91	0.79
44	7,134	7,058	14,192	562	352	1	915	770	142	3	915	64.47	0.84
45	7,311	7,065	14,376	566	344	1	911	755	152	4	911	63.37	0.82
46	7,128	6,765	13,893	546	303	0	849	728	115	6	849	61.11	0.79
47	7,363	6,979	14,342	560	303	0	863	743	118	2	863	60.17	0.78
48	7,125	6,831	13,956	498	287	0	785	672	110	3	785	56.25	0.73
49	6,737	6,434	13,171	482	244	1	727	609	117	1	727	55.20	0.72
50	6,466	5,914	12,380	474	212	0	686	569	113	4	686	55.41	0.72
51	6,065	5,557	11,622	403	217	1	621	528	92	1	621	53.43	0.69
52	5,779	5,514	11,293	380	216	1	597	473	123	1	597	52.86	0.69
53	5,779	5,363	11,142	403	224	0	627	538	88	1	627	56.27	0.73
54	5,439	5,145	10,584	406	215	0	621	523	94	4	621	58.67	0.76
55	5,653	5,148	10,801	368	164	0	532	421	106	5	532	49.25	0.64
56	4,982	4,788	9,770	299	163	0	462	389	72	1	462	47.29	0.61
57	4,504	4,124	8,628	287	133	0	420	359	59	2	420	48.68	0.63
58	4,225	3,950	8,175	296	134	0	430	361	69	0	430	52.60	0.68
59	4,188	3,882	8,070	268	131	0	399	320	79	0	399	49.44	0.64
60	3,984	3,803	7,787	230	113	0	343	304	38	1	343	44.05	0.57
61	3,665	3,513	7,178	236	100	1	337	292	43	2	337	46.95	0.61
62	3,814	3,517	7,331	230	111	0	341	286	53	2	341	46.51	0.60

Driver Factors - Section 5

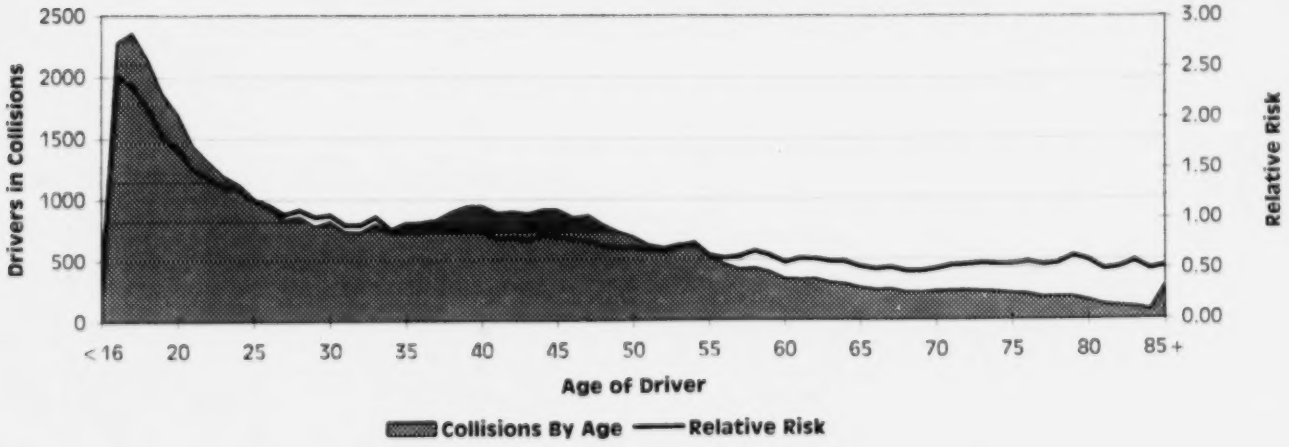
	Licensed Drivers			Drivers in 2002 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	3,581	3,348	6,929	212	97	0	309	254	53	2	309	44.60	0.58
64	3,491	3,215	6,706	195	101	0	296	238	56	2	296	44.14	0.57
65	3,331	3,243	6,574	188	78	0	266	216	50	0	266	40.46	0.53
66	3,390	3,082	6,472	174	76	0	250	199	51	0	250	38.63	0.50
67	3,371	2,994	6,365	186	67	0	253	211	42	0	253	39.75	0.52
68	3,223	2,931	6,154	159	68	0	227	183	44	0	227	36.89	0.48
69	3,204	2,898	6,102	153	71	0	224	186	36	2	224	36.71	0.48
70	3,255	2,874	6,129	159	78	0	237	209	27	1	237	38.67	0.50
71	3,120	2,711	5,831	159	81	1	241	194	47	0	241	41.33	0.54
72	3,018	2,792	5,810	161	83	0	244	200	43	1	244	42.00	0.55
73	2,905	2,565	5,470	160	75	0	235	182	50	3	235	42.96	0.56
74	2,846	2,585	5,431	147	82	0	229	189	39	1	229	42.17	0.55
75	2,684	2,459	5,143	163	55	0	218	188	28	2	218	42.39	0.55
76	2,536	2,302	4,838	136	76	0	212	169	42	1	212	43.82	0.57
77	2,390	2,104	4,494	129	59	0	188	155	31	2	188	41.83	0.54
78	2,331	2,056	4,387	127	62	0	189	144	43	2	189	43.08	0.56
79	2,032	1,798	3,830	126	60	0	186	152	29	5	186	48.56	0.63
80	1,875	1,614	3,489	104	53	0	157	128	25	4	157	45.00	0.58
81	1,711	1,503	3,214	89	34	0	123	103	19	1	123	38.27	0.50
82	1,476	1,306	2,782	73	38	0	111	98	13	0	111	39.90	0.52
83	1,229	1,076	2,305	63	39	0	102	86	16	0	102	44.25	0.57
84	1,129	937	2,066	58	21	0	79	69	9	1	79	38.24	0.50
85 +	4,250	2,730	6,980	210	72	0	282	228	52	2	282	40.40	0.52
NS	0	0	0	393	122	2,787	3,302	3,111	188	3	3,302		
Total	**341,293**	**325,081**	**666,374**	**31,002**	**17,543**	**2,801**	**51,346**	**42,884**	**8,286**	**176**	**51,346**	**77.05**	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg: for under 16 age group - (201 / 8,234) x 1,000 = 24.41

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for under 16 age group - 24.41 / 77.05 = 0.32

Figure 5.2

Drivers in Collisions and Relative Risk by Driver Age



Licensed Drivers by Age, Gender and Year

Figure 5.3

	2000			2001			2002		
Age	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**
<16	4,118	3,974	8,092	4,072	4,023	8,095	4,102	4,132	8,234
16	6,483	6,259	12,742	6,690	6,284	12,974	6,333	5,960	12,293
17	6,820	6,546	13,366	6,728	6,463	13,191	6,851	6,384	13,235
18	6,844	6,608	13,452	6,904	6,641	13,545	6,772	6,512	13,284
19	6,671	6,331	13,002	6,700	6,535	13,235	6,716	6,506	13,222
20	6,519	6,030	12,549	6,471	6,141	12,612	6,559	6,367	12,926
21	6,349	6,112	12,461	6,341	5,919	12,260	6,361	6,089	12,450
22	6,094	5,840	11,934	6,133	5,933	12,066	6,221	5,803	12,024
23	6,028	5,763	11,791	5,829	5,647	11,476	5,962	5,743	11,705
24	5,704	5,554	11,258	5,772	5,551	11,323	5,687	5,483	11,170
25 - 34	52,999	52,358	105,357	51,753	51,369	103,122	51,519	50,970	102,489
35 - 44	70,649	69,888	140,537	68,199	68,052	136,251	65,625	65,717	131,342
45 - 54	62,557	58,746	121,303	64,114	60,171	124,285	65,192	61,567	126,759
55 - 64	39,331	36,608	75,939	40,271	37,864	78,135	42,087	39,288	81,375
65 - 74	32,229	28,489	60,718	32,021	28,563	60,584	31,663	28,675	60,338
75 >	23,099	18,666	41,765	23,376	19,230	42,606	23,643	19,885	43,528
Total	**342,494**	**323,772**	**666,266**	**341,374**	**324,386**	**665,760**	**341,293**	**325,081**	**666,374**

Driver Factors - Section 5

Drivers In Collisions by Age, Gender and Year

Figure 5.4

	2000				2001				2002			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	98	86	1	185	93	81	0	174	123	78	0	201
16	1,259	768	1	2,028	1,150	811	1	1,962	1,390	893	0	2,283
17	1,245	744	4	1,993	1,174	773	1	1,948	1,476	881	2	2,359
18	1,180	694	3	1,877	1,130	646	2	1,778	1,379	768	0	2,147
19	1,168	602	6	1,776	975	537	2	1,514	1,172	693	0	1,865
20	991	520	2	1,513	918	478	1	1,397	1102	594	0	1,696
21	808	493	3	1,304	773	409	3	1,185	954	486	0	1,440
22	784	425	3	1,212	696	397	1	1,094	819	491	1	1,311
23	735	409	1	1,145	586	373	1	960	740	453	1	1,194
24	598	316	5	919	612	317	2	931	717	409	0	1126
25 - 34	4,558	2,758	17	7,333	4,374	2,586	11	6,971	5,192	3,032	2	8,226
35 - 44	4,897	3,080	18	7,995	4,441	2,926	13	7,380	5,282	3,503	2	8,787
45 - 54	3,770	1,954	11	5,735	3,648	2,084	4	5,736	4,718	2,565	4	7,287
55 - 64	2,051	940	6	2,997	1,967	1003	4	2,974	2,621	1247	1	3,869
65 - 74	1,527	696	5	2,228	1,401	731	1	2,133	1,646	759	1	2,406
75 >	1,154	461	1	1,616	1,078	476	1	1,555	1,278	569	0	1,847
NS *	254	108	2,265	2,627	261	68	2,098	2,427	393	122	2,787	3,302
Total	**27,077**	**15,054**	**2,352**	**44,483**	**25,277**	**14,696**	**2,146**	**42,119**	**31,002**	**17,543**	**2,801**	**51,346**

Drivers In Collisions by Age, Collision Severity and Year

Figure 5.5

	2000				2001				2002**			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	119	63	3	185	126	46	2	174	149	49	3	201
16	1,607	414	7	2,028	1,562	395	5	1,962	1,897	380	6	2,283
17	1,579	405	9	1,993	1,557	388	3	1,948	1,943	410	6	2,359
18	1,495	378	4	1,877	1,426	344	8	1,778	1,765	376	6	2,147
19	1,374	393	9	1,776	1,217	295	2	1,514	1,566	296	3	1,865
20	1,196	309	8	1,513	1,121	266	10	1,397	1,391	299	6	1,696
21	1028	273	3	1,304	960	220	5	1,185	1170	264	6	1,440
22	954	256	2	1,212	865	222	7	1,094	1086	216	9	1,311
23	876	266	3	1,145	746	208	6	960	981	211	2	1,194
24	719	192	8	919	771	159	1	931	931	189	6	1126
25 - 34	5,740	1,567	26	7,333	5,528	1,409	34	6,971	6,768	1,435	23	8,226
35 - 44	6,254	1,700	41	7,995	5,953	1,388	39	7,380	5,282	3,503	2	8,787
45 - 54	4,532	1,177	26	5,735	4,641	1,065	30	5,736	6,138	1,122	27	7,287
55 - 64	2,378	602	17	2,997	2,396	558	20	2,974	3,224	628	17	3,869
65 - 74	1,787	437	4	2,228	1,716	400	17	2,133	1,969	429	8	2,406
75 >	1,278	314	24	1,616	1,254	293	8	1,555	1,520	307	20	1,847
NS *	2,383	238	6	2,627	2,226	195	6	2,427	3,111	188	3	3,302
Total	**35,299**	**8,984**	**200**	**44,483**	**34,065**	**7,851**	**203**	**42,119**	**40,891**	**10,302**	**153**	**51,346**

*** Driver age not stated.**

**** Property damage only collisions in 2002 increased due to a change in reporting procedures.**

Number of Charges Resulting from Collisions by Severity of Collision

Figure 5.6

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	95	49	0	144	2.2
Disobey Stop Sign	280	134	2	416	6.4
Fail to Signal	4	1	0	5	0.1
Speed too Fast for Condition	288	112	0	400	6.1
Driving Without Due Care	502	397	2	901	13.8
Following too Close	228	131	1	360	5.5
Passing on Right	6	1	0	7	0.1
Improper Lane Change	76	20	0	96	1.5
Improper Turn	113	63	0	176	2.7
Fail to Yield Right of Way	702	302	1	1,005	15.4
Passing When Unsafe	16	10	0	26	0.4
Driving Left of Centre	12	4	0	16	0.2
Driving Wrong Way on a One Way Street	9	1	0	10	0.2
Fail to Yield to Pedestrian	2	27	0	29	0.4
Fail to Report	269	60	0	329	5.0
Disobey Traffic Signal	201	124	0	325	5.0
Improper Parking on Highway or Street	2	2	0	4	0.1
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	2	4	0	6	0.1
Lights, Tires, Windshield or Bumper Height *	9	3	0	12	0.2
Dangerous Driving	32	36	1	69	1.1
Driving While Disqualified	74	52	0	126	1.9
Criminal Negligence	1	1	0	2	0.0
Fail to Remain at Scene	112	36	0	148	2.3
Impaired Driving/Refuse Testing	348	241	6	595	9.1
Unsafe Backing	137	12	0	149	2.3
No Driver's Licence	254	133	0	387	5.9
Operator or Passenger Not Using Seat Belt	3	15	0	18	0.3
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	14	2	0	16	0.2
24 Hour Suspension	75	41	0	116	1.8
Other Offence	447	187	2	636	9.7
Total	**4,313**	**2,201**	**15**	**6,529**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Figure 5.7

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	20	159	171	125	107	87	265	361	406	337	216	424	55	2,733	22.0
Control Device Disregarded	12	70	70	61	60	51	155	176	182	135	101	199	57	1,329	10.7
Following too Close	2	64	68	65	50	43	106	137	150	91	48	47	16	887	7.2
Too Fast for Road Conditions	20	187	161	129	104	92	210	240	183	121	65	45	65	1,622	13.1
Exceeding Speed Limit	7	32	34	36	18	18	50	44	18	9	3	2	18	289	2.3
Turning Improper	5	30	36	37	22	24	54	86	81	80	43	104	21	623	5.0
Passing or Improper Lane Use	2	28	33	29	22	24	47	77	93	65	52	90	28	590	4.8
Backing Unsafe	5	54	32	32	30	16	85	138	157	115	73	126	63	926	7.5
Fail to Signal	0	2	3	1	2	1	5	6	4	3	1	4	3	35	0.3
Driving Wrong Way on a One Way	1	1	5	3	1	2	4	8	6	4	1	4	2	42	0.3
Taking Evasive Action	12	138	137	118	98	87	239	349	333	253	117	96	29	2,006	16.2
Careless Driving / Stunting	27	61	75	53	40	32	76	65	60	22	8	21	75	615	5.0
Pedestrian Action Contributed	0	1	1	0	0	0	0	0	1	1	0	0	0	4	0.0
Other Human Action	23	33	42	28	17	22	58	98	99	69	27	84	99	699	5.6
Total	**136**	**860**	**868**	**717**	**571**	**499**	**1,354**	**1,785**	**1,773**	**1,305**	**755**	**1,246**	**531**	**12,400**	
Per cent	**1.1**	**6.9**	**7.0**	**5.8**	**4.6**	**4.0**	**10.9**	**14.4**	**14.3**	**10.5**	**6.1**	**10.0**	**4.3**		**100.0**

Number of Charges Resulting from Collisions by Age

Figure 5.8

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	3	3	9	7	5	3	17	33	33	15	6	6	4	144	2.2
Disobey Stop Sign	1	26	21	24	20	14	52	60	55	45	30	65	3	416	6.4
Fail to Signal	0	1	0	1	1	0	1	0	0	0	0	1	0	5	0.1
Speed too Fast for Conditions	4	67	58	41	34	27	54	47	28	20	9	11	0	400	6.1
Driving Without Due Care	12	105	85	83	48	48	103	140	93	72	34	74	4	901	13.8
Following too Close	0	31	37	24	32	21	40	53	55	33	16	18	0	360	5.5
Passing on Right	0	0	0	2	1	2	0	0	1	1	0	0	0	7	0.1
Improper Lane Change	0	4	8	5	3	4	7	15	11	14	9	16	0	96	1.5
Improper Turn	0	5	11	8	8	10	20	25	20	21	8	40	0	176	2.7
Fail to Yield Right of Way	3	82	70	58	46	31	88	114	159	119	80	154	1	1,005	15.4
Passing When Unsafe	0	1	0	1	0	0	3	5	5	4	2	5	0	26	0.4
Driving Left of Centre	0	0	3	1	1	3	0	2	2	1	1	2	0	16	0.2
Wrong Way on a One Way	0	1	0	1	1	1	1	1	1	0	0	3	0	10	0.2
Fail to Yield to Pedestrian	0	1	3	0	1	1	4	6	1	5	5	2	0	29	0.4
Fail to Report	6	21	31	21	25	21	61	55	42	19	6	8	13	329	5.0
Disobey Traffic Signal	1	14	23	13	20	12	30	57	47	31	24	52	1	325	5.0
Improper Parking	0	0	0	1	0	0	0	1	0	0	1	1	0	4	0.1
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	1	0	0	1	0	1	1	1	1	0	0	0	6	0.1
Lights, Tires, Windshield, Bumper*	0	0	3	2	1	0	0	2	0	2	0	1	1	12	0.2
Dangerous Driving	5	6	12	5	4	4	9	16	2	3	2	0	1	69	1.1
Driving While Disqualified	0	3	2	3	6	6	21	37	29	13	4	2	0	126	1.9
Criminal Negligence	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0.0
Fail to Remain at Scene	4	5	9	12	10	6	21	28	32	3	6	4	8	148	2.3
Impaired Driving/Refuse Testing	4	17	19	31	37	29	97	131	133	57	22	8	10	595	9.1
Unsafe Backing	0	18	8	6	8	2	17	18	19	21	10	22	0	149	2.3
No Driver's Licence	46	23	32	17	20	23	65	75	42	29	7	5	3	387	5.9
Not Using Seat Belt	0	5	1	1	1	0	5	3	0	1	1	0	0	18	0.3
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Stunting	0	4	7	3	0	0	0	2	0	0	0	0	0	16	0.2
24 Hour Suspension	0	1	7	7	9	6	27	26	13	12	6	2	0	116	1.8
Other Offence	26	56	41	38	27	21	68	81	87	64	28	78	21	636	9.7
Total	**116**	**501**	**500**	**416**	**370**	**295**	**812**	**1,034**	**912**	**606**	**317**	**580**	**70**	**6,529**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Figure 5.9

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	61	432	407	395	287	277	708	1011	930	767	439	784	251	6,749	61.3
Distracted	11	66	52	61	47	40	88	140	126	91	36	85	13	856	7.8
Had Been Drinking	4	23	27	33	44	30	88	108	86	45	15	7	33	543	4.9
Impaired	5	21	19	36	41	41	126	169	159	67	25	15	27	751	6.8
Extreme Fatigue	0	4	4	7	2	1	13	25	8	14	5	3	0	86	0.8
Fell Asleep	0	18	15	20	12	9	28	47	25	16	13	12	0	215	2.0
Driver Inexperience / Confusion	77	356	205	116	72	49	84	79	67	35	19	69	16	1,244	11.3
Lost Consciousness / Illness	0	0	0	0	4	2	6	5	14	6	10	8	0	55	0.5
Physical / Medical Disability	0	0	1	1	2	1	9	8	10	6	13	28	2	81	0.7
Drugs (Prescription or Illegal)	1	0	4	2	1	5	8	7	6	6	3	4	0	47	0.4
Defective Eyesight / Hearing	0	1	1	0	0	0	1	2	0	0	0	21	0	26	0.2
Other Human Conditions	8	9	17	9	11	14	31	42	51	28	10	77	53	360	3.3
Total	**167**	**930**	**752**	**680**	**523**	**469**	**1,190**	**1,643**	**1,482**	**1,081**	**588**	**1,113**	**395**	**11,013**	
Per cent	1.5	8.4	6.8	6.2	4.7	4.3	10.8	14.9	13.5	9.8	5.3	10.1	3.6		**100.0**

Figure 5.10

Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	0	0	0	4	0	81	116	201
16	2	0	0	1	1,747	0	96	437	2,283
17	1	0	0	1	1,790	0	46	521	2,359
18	12	0	1	2	1,598	1	28	505	2,147
19	30	1	7	6	1,336	0	27	458	1,865
20	57	0	1	13	1,207	0	23	395	1,696
21-24	258	5	12	51	3,352	2	53	1,338	5,071
25-34	640	16	51	224	5,168	3	65	2,059	8,226
35-44	900	61	93	267	5,218	2	20	2,226	8,787
45-54	791	119	97	292	4,233	2	11	1,742	7,287
55-64	378	93	75	133	2,285	0	1	904	3,869
65 and Over	153	57	52	81	2,990	1	3	916	4,253
Not Stated	3	0	0	0	1	0	0	3,298	3,302
Drivers in Collisions	**3,225**	**352**	**389**	**1,071**	**30,929**	**11**	**454**	**14,915**	**51,346**
Total Licensed Drivers	**45,670**	**5,030**	**6,689**	**13,405**	**567,938**	**15**	**27,627**	**0**	**666,374**
Relative Risk *	**0.92**	**0.91**	**0.75**	**1.04**	**0.71**	**9.52**	**0.21**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class) / (% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Figure 5.11

Age Group	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002 **
Under 16	204	207	201	204	182	178	204	185	174	201
16	1,760	1,784	1,779	1,676	1,623	1,772	1,928	2,028	1,962	2,283
17	1,723	1,723	1,712	1,757	1,691	1,917	1,861	1,993	1,948	2,359
18	1,538	1,616	1,615	1,547	1,665	1,763	1,813	1,877	1,778	2,147
19	1,343	1,467	1,495	1,534	1,561	1,564	1,679	1,776	1,514	1,865
20	1,228	1,295	1,292	1,311	1,309	1,396	1,433	1,513	1,397	1,696
21-24	3,920	3,947	4,099	4,005	3,815	4,005	4,342	4,580	4,170	5,071
25-34	8,101	8,275	7,711	7,664	6,969	7,114	7,120	7,333	6,971	8,226
35-44	6,580	6,935	7,065	7,302	6,698	7,244	7,686	7,995	7,380	8,787
45-54	3,706	4,006	4,377	4,435	4,376	4,609	5,117	5,735	5,736	7,287
55-64	2,492	2,665	2,670	2,625	2,470	2,622	2,849	2,997	2,974	3,869
65 and Over	3,083	3,239	3,271	3,308	3,220	3,455	3,562	3,844	3,688	4,253
Not Stated	2,929	3,869	4,269	5,134	4,774	4,032	2,628	2,627	2,427	3,302
Drivers in Collisions	**38,607**	**41,028**	**41,556**	**42,502**	**40,353**	**41,671**	**42,222**	**44,483**	**42,119**	**51,346**

**** Property damage only collisions in 2002 increased due to a change in reporting procedures.**

Driver Factors - Section 5

Convictions - 1997 to 2002

Figure 5.12

OFFENCE	1997	1998	1999	2000	2001	2002	Avg/yr
Exceed Speed Limit	66,137	68,718	63,023	66,416	69,342	64,657	66,382
Driver Fail to Wear Seat Belt	7,835	9,894	12,044	12,929	13,436	12,067	11,368
Stop Sign	5,112	5,027	5,641	5,593	5,783	4,957	5,352
No Licence/Inappropriate Licence	5,145	4,986	5,726	5,433	5,562	4,680	5,255
Operating Unregistered Vehicle	4,227	4,390	4,586	4,096	3,659	3,250	4,035
Red Light	2,454	2,391	2,580	2,327	2,400	2,124	2,379
Without Due Care/Reasonable Consideration	1,747	1,756	1,663	1,660	1,936	1,860	1,770
Run Red Light Camera	0	0	0	56	1,362	1,477	1,420
Fail to Display Plate/Stickers/Permit	936	1,224	1,792	1,685	1,876	1,381	1,482
Driving While Suspended or Refused Issue Etc	1,539	1,407	1,171	1,149	1,217	1,135	1,270
Inadequate/Improper Equipment	2,951	2,915	2,286	1,698	1,102	1,008	1,993
Stunting	1,003	1,102	990	969	1,086	886	1,006
U-Turn at Traffic Lights	1,045	1,089	956	890	829	720	922
Fail To Report Accident	659	677	765	717	748	702	711
Drive Vehicle While Passenger Unrestrained	604	697	697	644	728	691	677
Driving Contrary to Sign Direction	310	393	437	518	501	596	459
Speed Too Fast For Conditions	1,248	912	834	873	588	574	838
Left Turn Across Traffic	599	712	620	635	625	553	589
Following Too Close	573	574	591	631	589	546	584
Exceed 60 Km/h Passing Emergency Vehicle	0	0	0	0	361	537	449
Amber Light	584	602	526	510	508	435	528
Yield Sign	487	413	429	438	442	404	436
Backing Up When Unsafe	424	394	434	410	509	375	424
Exceed 60 Km/h Passing Highway Worker	279	81	125	119	754	308	278
Improper Turn	488	260	286	254	245	300	306
Disobey Traffic Control Device	492	454	337	391	377	288	390
Failing to Yield to Vehicle on Right	275	242	261	270	222	231	250
Illegal U-Turn	145	141	237	258	233	220	206
Excessive Noise	361	403	360	315	331	214	331
Fail to Obey Restriction/Endorsement	312	267	300	244	223	207	215
Driving Left of Centre	256	226	287	231	246	189	239
Unauthorized Use of Plate/Registration	229	239	230	236	227	173	222
Insufficient or No Signal	159	176	231	215	221	169	195
Straddling Lanes	229	246	238	226	207	162	218
Flashing Red Light or Proceed Before Safe	91	25	110	142	127	151	108
Fail To Yield To Pedestrian	192	167	160	179	197	144	173
Inadequate Brakes	278	59	197	237	158	125	176
Passing on the Right	121	138	90	115	103	118	114
Headlamps not Illuminated	77	67	96	124	154	106	104
Disobey School Bus Signal	128	126	135	150	131	102	129
Fail to Produce Licence/Registration	219	201	161	109	133	86	152
Passing When Unsafe	108	119	95	97	103	85	101
Cross Solid Lines	138	122	97	114	188	83	124
Fail to Stop for Railway Crossing	210	150	121	147	122	80	138
Improperly Equipped M/C Operator or Passenger	112	102	68	81	77	71	85
Improper Lane Use	33	18	9	30	63	69	37
Obscured Vision	89	79	77	67	80	66	76
Driving While on 24 Hour Suspension	19	28	37	43	34	61	37
Fail to Yield Leaving Lane or Alley	84	104	80	82	72	56	80
Enter Prov Highway/Fail to Yield	41	25	40	64	62	50	47
Improper Stopping On Highway or Street	21	25	45	40	26	40	33
Unlit Lamps or Obstruction	27	32	32	48	59	38	39
Drive Over Median	25	30	29	39	29	36	31
Fail to Dim	45	36	26	25	49	35	36
Driving on Wrong Side of Divided Highway	47	29	37	57	60	35	44
Allow Rider on Exterior of Vehicle	59	67	66	56	71	30	58
Disobey Emergency Vehicle Signal	19	22	23	24	29	30	25

Convictions - 1997 to 2002

Figure 5.12

OFFENCE	1997	1998	1999	2000	2001	2002	Avg/yr
Deface or Alter Licence/Registration/Plate	23	14	22	17	24	26	21
Glass or Other Litter on Highway	20	22	23	14	24	20	21
Overcrowded Steering Compartment	39	39	24	26	28	17	29
Cutting In	44	20	33	37	40	17	32
Fail to Obey Flag Person Directions	9	12	7	4	13	16	10
Contest of Speed	102	95	77	102	39	13	71
Speeding Up on Being Overtaken	6	5	7	16	12	11	10
Disobey Traffic Light Not at Intersection	11	5	7	5	10	9	8
Produce Other Persons Licence	9	9	9	8	9	9	9
Insecure Load or Unmarked Overhanging Load	122	69	61	22	19	8	50
Impede Traffic	12	5	6	8	4	8	7
Fail to Yield On Green Arrow	24	26	19	16	7	8	17
Cross Highway	13	34	7	5	3	8	12
Fail to Stop School Bus/Dangerous Goods Vehicle	24	13	8	3	4	7	10
Permit Attachment of Person/Device	10	9	22	7	13	7	11
Improperly Equipped Vehicle	1,391	1,275	139	18	20	4	475
Fail to Extinguish Spotlight	0	4	1	2	1	4	2
Hold More Than One Licence	2	8	2	10	10	3	6
Flashing Red Light at Crosswalk	5	268	14	2	1	3	49
Allowing Other Person to Use Licence	7	5	6	4	2	3	5
Enter or Leave Controlled Access Unlawfully	4	3	3	5	1	2	3
False Statement/Fail to Furnish Information	84	91	11	2	3	2	32
Proceed Contrary To Arrow	9	2	5	5	2	1	4
Obstruct Intersection	2	0	0	1	2	1	1
Fail to\Improperly Activate School Bus Signal	0	0	0	0	0	1	0
Interfere With Funeral Procession	3	1	2	1	1	0	1
Improper Seating on Motorcycle	2	3	3	5	0	0	2
Motorcycle in Same Lane as Another Vehicle	3	1	2	0	3	0	2
Motorcycles More Than Two Abreast	0	1	0	0	1	0	0
Total	**113,007**	**116,818**	**113,034**	**115,451**	**120,898**	**109,981**	**114,865**

Criminal Code Convictions - 1997 to 2002

Figure 5.13

	1997	1998	1999	2000	2001	2002	Avg/yr
Over 80 Mg Alcohol in Blood	4,280	4,187	4,034	3,696	3,517	3,632	3,891
Drive While Disqualified (Prov)	350	459	667	735	783	868	644
Impaired Driving	858	967	1,007	917	859	819	905
Drive While Disqualified	984	938	980	919	891	731	907
Fail to Comply With Demand	179	161	157	180	157	164	166
Dangerous Driving	203	224	204	191	125	160	185
Leave Scene of Accident	149	145	140	132	109	88	127
Fail to Stop For Police Officer (CC)	0	0	0	18	79	85	82
Impaired Driving Causing Bodily Harm	47	51	25	32	27	43	38
Fail to Stop For Police Officer	2	4	38	33	26	33	23
Dangerous Driving Causing Bodily Harm	19	20	16	7	16	10	15
Dangerous Driving Causing Death	6	2	5	3	2	3	4
Impaired Driving Causing Death	5	7	3	7	3	3	5
Criminal Negligence Causing Death	1	0	1	3	1	1	1
Criminal Negligence in Operation of Motor Vehicle	0	0	0	0	0	1	0
Criminal Negligence Causing Bodily Harm	1	1	2	4	1	0	2
Manslaughter	0	1	0	0	0	0	0
Total	**7,084**	**7,167**	**7,279**	**6,877**	**6,596**	**6,641**	**6,941**

Figure 5.14

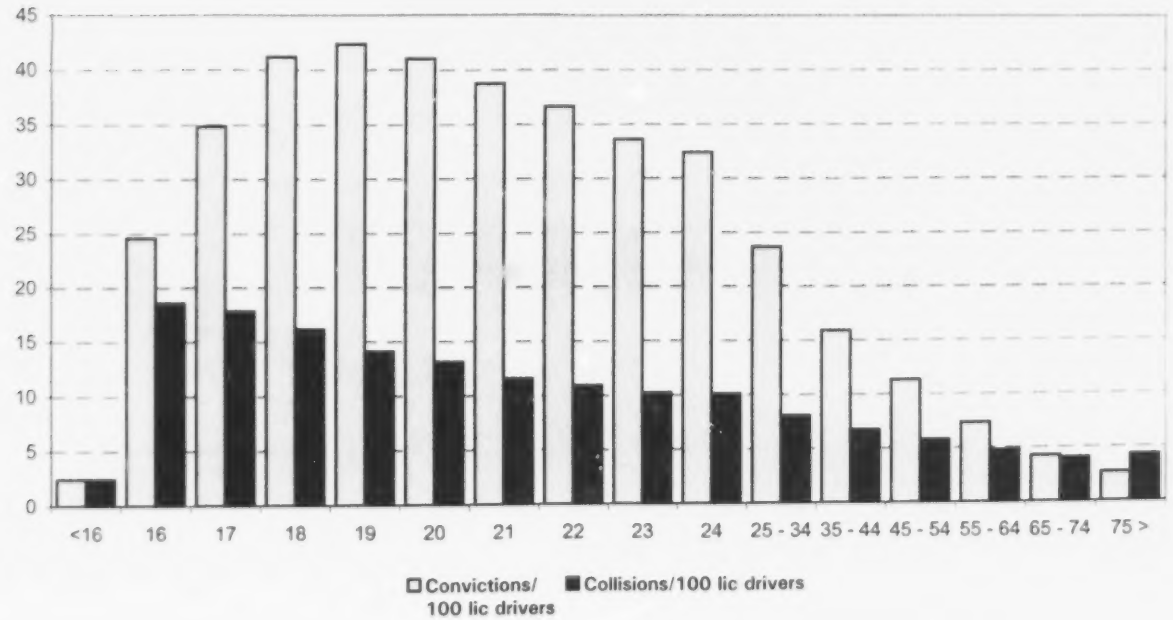
Convictions, Licensed Drivers & Drivers in Collisions by Age

Age	*Convictions	Licensed Drivers	Drivers in Collisions	Convictions/ 100 lic drivers	Collisions/100 lic drivers	Conviction Risk	Collision Risk
<16	201	8,234	201	2.44	2.44	0.15	0.32
16	3,022	12,293	2,283	24.58	18.57	1.49	2.41
17	4,611	13,235	2,359	34.84	17.82	2.11	2.31
18	5,477	13,284	2,147	41.23	16.16	2.50	2.10
19	5,603	13,222	1,865	42.38	14.11	2.57	1.83
20	5,307	12,926	1,696	41.06	13.12	2.49	1.70
21	4,827	12,450	1,440	38.77	11.57	2.35	1.50
22	4,405	12,024	1,311	36.64	10.90	2.22	1.42
23	3,932	11,705	1,194	33.59	10.20	2.04	1.32
24	3,614	11,170	1,126	32.35	10.08	1.96	1.31
25 - 34	24,232	102,489	8,226	23.64	8.03	1.43	1.04
35 - 44	20,856	131,342	8,787	15.88	6.69	0.96	0.87
45 - 54	14,279	126,759	7,287	11.26	5.75	0.68	0.75
55 - 64	5,932	81,375	3,869	7.29	4.75	0.44	0.62
65 - 74	2,534	60,338	2,406	4.20	3.99	0.25	0.52
75 >	1,149	43,528	1,847	2.64	4.24	0.16	0.55
Not Stated			3,302				
Total	**109,981**	**666,374**	**51,346**	**16.50**	**7.71**	**1.00**	**1.00**

* Does not include Criminal Code convictions

Figure 5.15

Convictions and Collisions by Age Group



Vehicle Factors

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Vehicle Factors

There were 56,189 vehicles involved in 34,450 collisions during 2002. This is an average of 1.63 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Automobiles accounted for 55.1 per cent of vehicles in all collisions and 39.9 per cent of the vehicles in fatal collisions.

- Pickup trucks accounted for 21.5 per cent of vehicles in all collisions and 25.1 per cent of vehicles in fatal collisions.

- Large trucks represented 3.4 per cent of the vehicles involved in all collisions and 12.6 per cent of the vehicles in a fatal collision during 2002. Research has shown that in 75 per cent of fatal crashes involving a large truck the action taken by the driver of the other vehicle was the major factor contributing to the collision.

- There were 225 motorcycles involved in collisions during 2002 and 55.6 per cent of those resulted in injury or death.

Figures 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Figure 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	25,798	5,114	72	30,984	55.1
Pickup Trucks	10,269	1,765	46	12,080	21.5
Panel Van / Mini Van / Sport Utility Vehicles (SUV)	6,769	999	26	7,794	13.9
Trucks > 4,500 kg	702	96	3	801	1.4
Semi-Trailer Power Unit	888	194	20	1,102	2.0
Transit Bus (Urban)	81	12	0	93	0.2
Inter-City Bus	33	6	0	39	0.1
School Bus - Standard Large Type	79	19	0	98	0.2
School Bus - Van Type	23	3	0	26	0.0
Other Bus - Unspecified/Private	29	8	0	37	0.1
Motorcycle	100	121	3	224	0.4
Moped / Powered Bicycle	5	0	0	5	0.0
Bicycle*	54	161	2	217	0.4
Ambulance / Police / Fire	85	20	2	107	0.2
Snowmobile *	20	25	1	46	0.1
Construction / Maintenance Equipment	52	13	1	66	0.1
Unregistered Farm Equipment	14	10	3	27	0.0
Off Highway Vehicle (3 or 4 Wheel ATVs) *	4	13	1	18	0.0
Motorhome	30	6	0	36	0.1
Other Vehicle	36	4	0	40	0.1
Not Stated	2,297	51	1	2,349	4.2
Total	**47,368**	**8,640**	**181**	**56,189**	**100.0**

Number of Vehicles in Collisions by Vehicle Type and Road System

Figure 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	25,427	3,487	1,260	810	30,984	55.1
Pickup Trucks	7,618	2,228	1,421	813	12,080	21.5
Panel Van / Mini Van / Sport Utility Vehicles (SUV)	5,929	1,178	366	321	7,794	13.9
Trucks > 4,500 kg	381	207	124	89	801	1.4
Semi-Trailer Power Unit	369	544	124	65	1,102	2.0
Transit Bus (Urban)	91	1	0	1	93	0.2
Inter-City Bus	33	5	1	0	39	0.1
School Bus - Standard Large Type	77	10	7	4	98	0.2
School Bus - Van Type	20	2	4	0	26	0.0
Other Bus - Unspecified/Private	34	3	0	0	37	0.1
Motorcycle	161	45	10	8	224	0.4
Moped / Powered Bicycle	4	0	0	1	5	0.0
Bicycle*	212	4	0	1	217	0.4
Ambulance / Police / Fire	90	15	2	0	107	0.2
Snowmobile *	7	16	15	8	46	0.1
Construction / Maintenance Equipment	35	20	8	3	66	0.1
Unregistered Farm Equipment	3	12	11	1	27	0.0
Off Highway Vehicle (3 or 4 Wheel ATVs) *	7	4	2	5	18	0.0
Motorhome	23	9	1	3	36	0.1
Other Vehicle	37	1	1	1	40	0.1
Not Stated	2,209	66	9	65	2,349	4.2
Total	**42,767**	**7,857**	**3,366**	**2,199**	**56,189**	**100.0**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

The standard passenger car and pickup truck are involved in 76.6 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

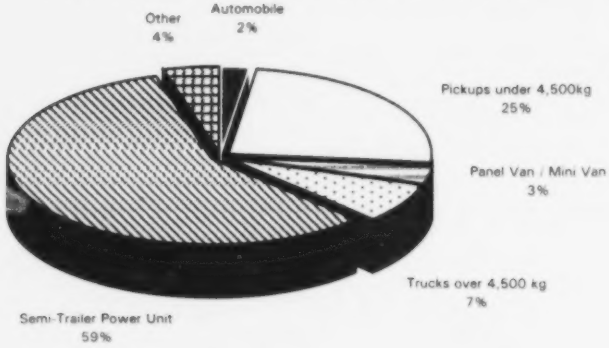
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Figure 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A * Train	C * Train	B * Train	Over Sized	Other	Total	%
Automobile (pass'ger car)	30,958	10	9	0	0	2	0	0	0	0	0	5	30,984	55.1
Pickup Trucks	11,780	55	90	44	12	23	2	0	0	6	0	68	12,080	21.5
Panel Van / Mini Van / SUV	7,754	12	20	2	0	1	0	0	0	0	0	5	7,794	13.9
Trucks > 4,500 kg	710	0	5	13	7	4	23	4	1	2	0	32	801	1.4
Semi-Trailer Power Unit	392	2	0	6	10	0	392	46	24	99	1	130	1,102	2.0
Bus - All Types	289	0	2	0	0	0	1	0	0	0	0	1	293	0.5
Const./Maintenance Equip	62	1	0	1	0	1	0	0	0	0	0	1	66	0.1
Farm Equipment	12	0	0	12	0	3	0	0	0	0	0	0	27	0.0
Motorhome	33	2	0	0	0	1	0	0	0	0	0	0	36	0.1
Other Vehicle	2,979	5	14	0	1	1	0	0	0	0	0	6	3,006	5.3
Total	**54,969**	**87**	**140**	**78**	**30**	**36**	**418**	**50**	**25**	**107**	**1**	**248**	**56,189**	**100.0**

* An " A" train is a single hitch drawbar. A "C" train is a double hitch drawbar. A "B" train is connected by a fifth wheel.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Figure 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	24,195	5,519	157	29,871	53.2
Turning Left	3,811	812	11	4,634	8.2
Turning Right	2,109	287	0	2,396	4.3
Making U-Turn	220	32	1	253	0.5
Changing Lanes	1,100	90	1	1,191	2.1
Merging	299	69	0	368	0.7
Reversing	2,307	73	1	2,381	4.2
Overtaking, Passing on Left or Right	266	53	2	321	0.6
Slowing or Stopping on the Roadway (decelerating)	2,317	503	1	2,821	5.0
Stopped in Traffic (incl. mechanical breakdown)	3,131	688	2	3,821	6.8
Starting in Traffic (accelerating)	505	113	0	618	1.1
Starting from Parked Position, Leaving Roadside	271	29	0	300	0.5
Entering Parked Position, Stopping On Roadside	245	6	0	251	0.4
Parked Legally	4,313	185	2	4,500	8.0
Parked Illegally	113	12	1	126	0.2
Other	114	33	0	147	0.3
Not Stated	2,052	136	2	2,190	3.9
Total	**47,368**	**8,640**	**181**	**56,189**	**100.0**

Collisions Involving Dangerous Goods

Figure 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	1	18	19	5.3	12.0
Class 2 Compressed Gases	3	9	12	25.0	7.6
Class 3 Flammable Liquids	41	56	97	42.3	61.4
Class 4 Flammable Solids	1	0	1	100.0	0.6
Class 5 Oxidizers & Organic Substances	1	0	1	100.0	0.6
Class 6 Poisonous & Infectious Substances	5	0	5	100.0	3.2
Class 7 Radioactive Materials	1	0	1	100.0	0.6
Class 8 Corrosive Substances	2	1	3	66.7	1.9
Class 9 Miscellaneous Substances	10	9	19	52.6	12.0
Total	**65**	**93**	**158**	**41.1**	**100.0**
% of Total	**41.1**	**58.9**	**100.0**		

Truck Collisions by Year

Figure 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1991	1,621	1,311	233	26	1,570	330	31
1992	1,433	1,130	234	25	1,389	357	28
1993	1,260	943	254	20	1,217	372	21
1994	1,335	981	287	25	1,293	469	32
1995	1,398	1,014	304	21	1,339	473	27
1996	1,510	1,133	296	28	1,457	442	36
1997	1,530	1,111	330	24	1,465	452	37
1998	1,355	1,037	246	26	1,309	344	32
1999	1,298	958	268	21	1,247	388	31
2000	1,459	1,058	306	36	1,400	481	39
2001	1,445	1,070	286	31	1,387	403	33
2002	1,903 *	1,553 *	282	21	1,856	378	26

Trucks Involved in Collisions by Truck Type

Figure 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1991	661	112	10	692	128	18
1992	584	110	8	582	131	18
1993	458	99	5	519	161	18
1994	468	124	8	546	168	21
1995	492	116	5	565	204	16
1996	501	105	4	674	202	24
1997	480	131	6	682	212	19
1998	405	93	9	666	165	17
1999	376	81	5	624	193	19
2000	395	100	5	719	215	35
2001	395	89	7	717	210	27
2002	702 *	96	3	888 *	194	20

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Motorcycle Collisions by Year

Figure 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1988	137	222	3	362	260	3
1989	98	172	5	275	193	5
1990	91	165	4	260	183	6
1991	101	156	5	262	179	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	116	3	179	137	3
1999	63	113	2	178	129	2
2000	68	132	2	202	150	2
2001	95	122	3	220	137	3
2002	103	118	3	224	130	3

Vehicle Registrations (Insured Years*)

Figure 6.9

Type of Vehicle	1998	1999	2000	2001	2002
Passenger Cars - excludes special use	336,291	331,139	331,194	326,801	327,641
Sport Utility Vehicles	30,874	33,609	35,878	38,116	41,585
Light Private Trucks - <5,001 kgs class PV	84,766	90,708	92,653	93,216	96,064
Vans (light & heavy, commercial & private)	63,219	66,451	69,647	71,608	74,716
Commercial & Farm Straight Trucks	171,990	163,287	159,610	155,194	153,780
Truck Tractors (semi power units)	9,875	10,152	10,732	11,576	12,233
School Buses - bus use only class PS	3,125	3,153	3,254	3,180	3,079
Transit Buses - class PC	322	324	339	343	351
Inter-City, tour & private buses	409	406	395	388	419
Motorcycles	5,058	4,609	4,788	4,885	4,802
Pedal Cycles	26	24	27	38	42
Motorhomes	7,923	7,212	6,707	6,120	5,702
Ambulance	225	227	235	234	241
Hearse	119	119	123	116	112
Police - all vehicles with police use	426	416	455	493	523
Taxis	719	690	672	681	694
Trailers (commercial, private & farm)	103,229	102,063	102,805	104,556	108,732
Snowmobiles	11,109	7,141	5,861	5,733	4,929
Other - no assigned vehicle type	13	12	12	12	14
TOTAL	829,719	821,744	825,389	823,289	835,661
Total Motor Vehicles	715,381	712,541	716,723	713,000	721,999

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figures 7.6 and 7.7 show the relationship between the severity of injury to vehicle occupants and seat belt use. The severity of injury is much lower for victims using safety restraints. Ninety-five per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 26 per cent of the time, compared to six per cent of those using restraints.

In 2002, 46 per cent of the vehicle occupants killed in Saskatchewan were unbelted. On rural gravel roads 66 per cent of the occupants killed were unbelted and on First Nations roads the number was 100 per cent.

In September 2002, Transport Canada conducted an observational survey of seat belt use in rural communities across Canada. The survey was undertaken because of evidence indicating that the majority of motor vehicle fatalities in rural areas involve people who were not wearing seat belts. The survey reported a national average of 85 per cent and a rural seat belt use rate of 85.7 per cent in Saskatchewan. Results of a survey conducted by SGI in a number of rural communities in 2000 and 2001 are shown below.

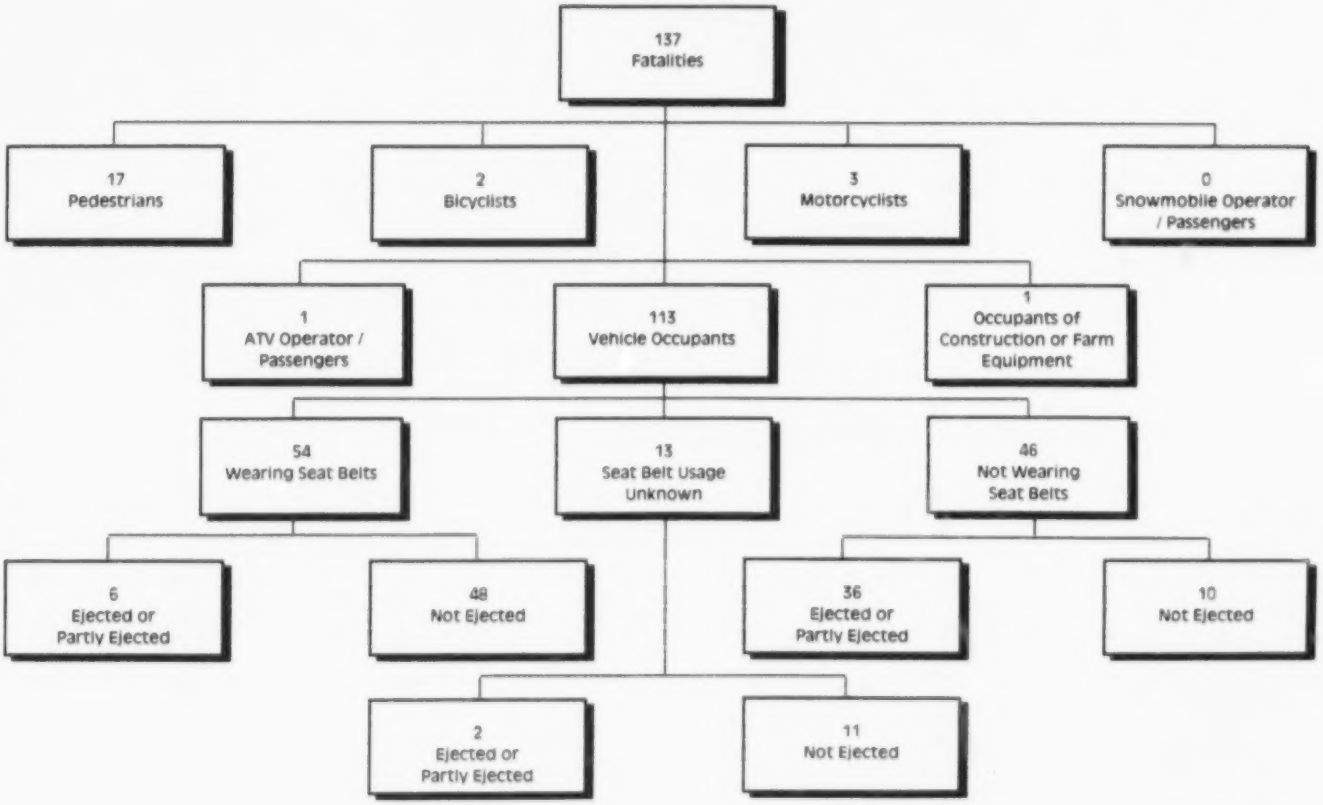
Estimates of Seat Belt Use - June 2000 and 2001 Survey Results

Urban Communities 2000 / 2001	% of all occupants wearing seat belts in light-duty vehicles		Rural Communities (2000)	% of all occupants wearing seat belts in light-duty vehicles
Saskatoon	92.8 / 95.3		Assiniboia	85.8
Regina	87.0 / 91.7		Biggar	77.3
Battleford	87.6 / 88.8		Canora	84.5
Melville	87.5 / 86.6		Carlyle	71.6
Melfort	93.1 / 85.8		Esterhazy	77.6
Prince Albert	84.1 / 79.9		Gravelbourg	73.2
			Kindersley	80.7
			Meadow Lake	81.1
			Nipawin	83.4
			Pierceland	78.5
			First Nations roads	45.0

Fatalities Classification

Figure 7.1

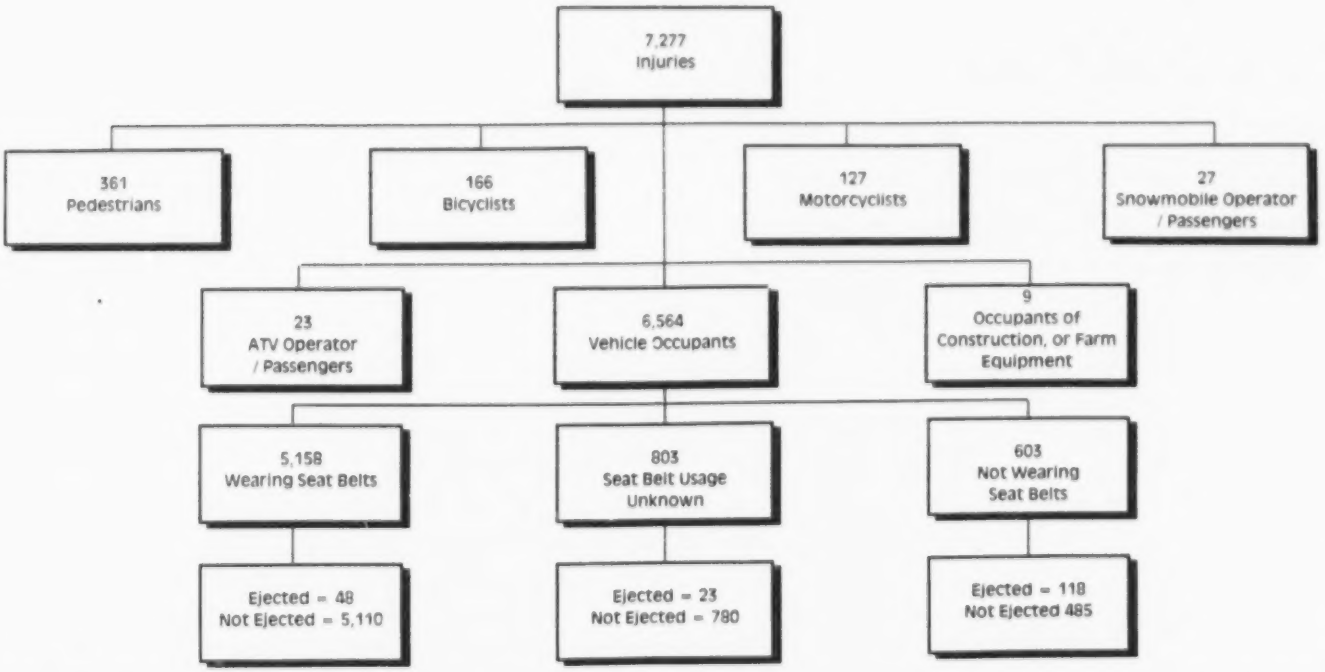
(Jan 1 to Dec 31, 2002)



Injuries Classification

Figure 7.2

(Jan 1 to Dec 31, 2002)



Victims and Safety Restraints - Section 7

Victims Injured by Road User Class and Age Group

Figure 7.3

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	5	743	587	763	812	598	314	390	3	4,215	58.0
Motor Vehicle Passenger	54	288	614	253	255	204	148	85	169	96	2,166	29.8
Pedestrian	11	89	55	23	42	37	38	16	27	23	361	5.0
Bicyclist*	1	47	19	13	23	22	13	9	2	17	166	2.3
Motorcycle Driver	0	4	10	22	28	22	24	5	1	0	116	1.6
Motorcycle Passenger	0	0	4	1	0	3	3	0	0	0	11	0.2
Motor Veh. Occ. (not spec.)	10	28	43	22	18	17	12	4	8	11	173	2.4
Occ. of Farm or Const. Equip.	0	0	1	1	2	0	2	1	2	0	9	0.1
Snowmobiler*	0	6	6	3	6	4	2	0	0	0	27	0.4
ATV Operator*	1	12	3	3	3	1	0	0	0	0	23	0.3
Total	**77**	**479**	**1,498**	**928**	**1,140**	**1,122**	**840**	**434**	**599**	**150**	**7,267**	**100.0**

Victims Killed by Road User Class and Age Group

Figure 7.4

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	7	13	10	7	10	7	16	0	70	51.1
Motor Vehicle Passenger	2	5	4	4	6	5	2	1	10	0	39	28.5
Pedestrian	0	2	4	2	2	1	2	0	4	0	17	12.4
Bicyclist*	0	0	1	0	0	0	0	0	1	0	2	1.5
Motorcycle Driver	0	1	0	2	0	0	0	0	0	0	3	2.2
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Veh. Occ. (not spec.)	0	0	1	1	1	0	1	0	0	0	4	2.9
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	1	0	0	0	1	0.7
Snowmobiler*	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operator*	0	1	0	0	0	0	0	0	0	0	1	0.7
Total	**2**	**9**	**17**	**22**	**19**	**13**	**16**	**8**	**31**	**0**	**137**	**100.0**

Victims Injured or Killed by Road User Class and Gender

Figure 7.5

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	2,064	2,150	1	4,215	53	17	0	70
Motor Vehicle Passenger	845	1,319	2	2,166	20	19	0	39
Pedestrian	205	154	2	361	10	7	0	17
Bicyclist*	131	35	0	166	2	0	0	2
Motorcycle Driver	109	7	0	116	3	0	0	3
Motorcycle Passenger	1	10	0	11	0	0	0	0
Motor Vehicle Occ. (not spec.)	72	101	0	173	2	2	0	4
Occ. of Farm or Const. Equip.	8	1	0	9	1	0	0	1
Snowmobiler*	25	2	0	27	0	0	0	0
ATV Operator*	14	9	0	23	0	1	0	1
Total	**3,474**	**3,788**	**5**	**7,267**	**91**	**46**	**0**	**137**

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

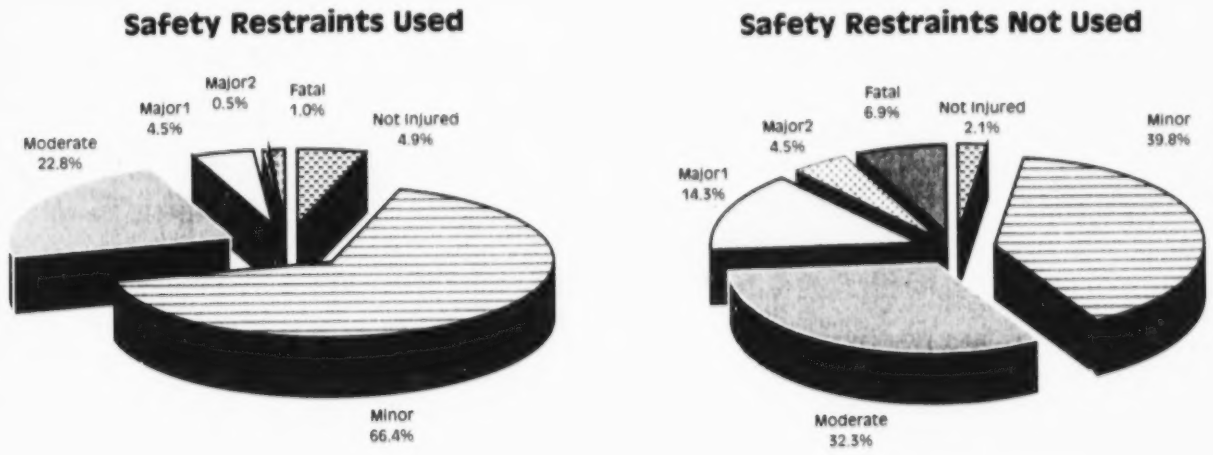
Vehicle Occupants by Injury Class and Safety Restraints Used

Figure 7.6

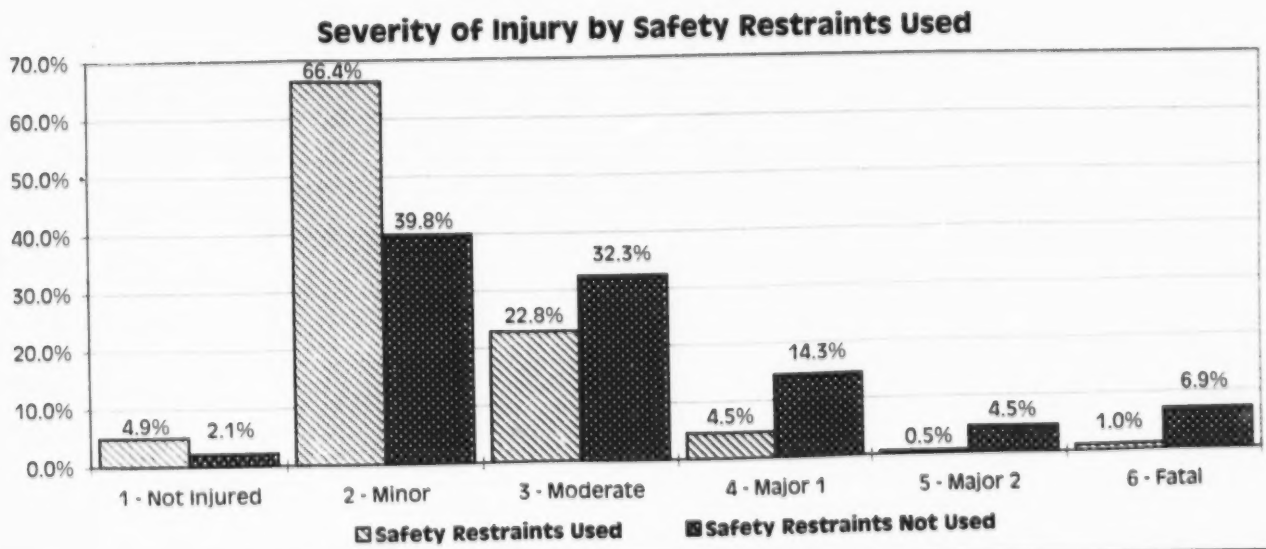
Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or improperly used	Not Stated	Total	%
Not Injured	231	25	6	8	0	0	14	3,778	4,062	37.8
Minor	3,256	355	1	17	4	5	264	588	4,490	41.8
Moderate	1,086	153	3	5	0	1	214	157	1,619	15.1
Major 1	206	39	0	0	0	0	95	47	387	3.6
Major 2	24	3	0	0	0	0	30	11	68	0.6
Fatal	48	5	0	1	0	0	46	13	113	1.1
Total	**4,851**	**580**	**10**	**31**	**4**	**6**	**663**	**4,594**	**10,739**	**100.0**

Severity of Injury by Safety Restraint Use

Figure 7.7



Note:
The totals used to calculate the percentage in figure 7.7 do not include occupants where seat belt use was coded as "not stated."



Vehicle Occupants by Injury Class & Age Group

Figure 7.8

Restraints Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	10	15	14	24	80	102	3	8	14	270
Minor	52	37	85	140	1,338	1,696	89	86	115	3,638
Moderate	13	6	24	38	428	601	35	35	68	1,248
Major 1	4	0	4	6	62	131	9	11	18	245
Major 2	0	0	0	0	13	11	0	0	3	27
Fatal	0	1	1	0	17	16	1	1	17	54
Total	**79**	**59**	**128**	**208**	**1,938**	**2,557**	**137**	**141**	**235**	**5,482**

Restraints Not Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	0	1	0	0	7	6	0	0	0	14
Minor	7	4	14	23	138	74	1	2	1	264
Moderate	5	4	6	20	103	70	1	1	4	214
Major 1	2	3	1	5	41	39	1	2	1	95
Major 2	0	0	0	2	13	14	0	0	0	29
Fatal	0	1	0	5	12	23	1	2	3	47
Total	**14**	**13**	**21**	**55**	**314**	**226**	**4**	**7**	**9**	**663**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	146	3	3	15	1,404	1,902	92	92	121	3,778
Minor	16	9	21	33	204	264	13	10	18	588
Moderate	11	0	4	4	50	78	4	5	1	157
Major 1	4	0	1	6	13	21	1	0	1	47
Major 2	0	1	1	0	8	1	0	0	0	11
Fatal	0	0	0	0	3	8	0	1	1	13
Total	**177**	**13**	**30**	**58**	**1,682**	**2,274**	**110**	**108**	**142**	**4,594**

Injury Classification

Figure 7.9

1 Not Injured	no visible signs or any complaint of injury
2 Minor	minor complaint of injury by victim but no apparent incapacitation
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
5 Major 2	an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
6 Fatal	death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant	driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

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Fatal Collisions

This section has been added to provide a more detailed look at fatal collisions that occurred in 2002.

Figure 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 123 fatal collisions that occurred during 2002.

Deaths of unbelted occupants

- Forty-six unbelted vehicle occupants were killed in 2002. This represents 40.7 per cent of all vehicle occupant deaths.
- Of those involving alcohol:
  - 22 of them were a drinking driver
  - 8 were passengers of a drinking driver
  - 10 were occupants of an automobile
  - 20 were occupants of a pickup or SUV.
- All 46 deaths resulted from a single vehicle collision.

Deaths of belted occupants

- Fifty-four belted vehicle occupants were killed in 2002. This represents 43.9 per cent of occupants.
- Of those involving alcohol:
  - 4 were drinking drivers
  - 1 was a passenger of a drinking driver
- 15.3 per cent were occupants of pickup trucks
- 67.8 per cent were occupants of passenger cars
- 34 (62%) were in a single vehicle collision

Other victims in 2002 fatal crashes include

- 17 pedestrians
- 2 bicyclists
- 3 motorcyclists
- 1 ATV operator
- 1 occupant of construction or unregistered farm equipment

2002 FATAL SUMMARY

Figure 8.1

SUMMARY: *For the year ending Dec. 31, 2002, there were 138 traffic fatalities in Saskatchewan. These 137 fatalities consisted of 113 vehicle occupants, 17 pedestrians, two bicyclists, three motorcyclists, one occupant of construction, farm or other vehicle and one snowmobile/ATV operator. Alcohol was involved in 48 of the 137 traffic fatalities.*

1. **Pedestrian Summary:**
   - *17 pedestrian fatalities*
   - *6 on provincial highways*
   - *6 on urban streets*
   - *2 on rural roads*
   - *3 on First Nations roads*
   - *In five cases, the pedestrian had been drinking. In two of the cases the driver had been drinking.*
   - *Eleven of the cases listed the pedestrian action as the main contributing factor.*

2. **Bicyclist Summary:**
   - *Two bicyclists were killed in 2002, both on provincial highways. Neither bicyclist was wearing a helmet.*

3. **Motorcyclist Summary:**
   - *In 2002, there were three motorcycle fatalities. One was a single vehicle collision and two involved a car. Excessive speed was a factor in two of the collisions, alcohol was a factor in one.*

4. **Snowmobile/ATV Operator Summary:**
   - *One ATV operator died in 2002. The ATV operator failed to yield at the yield sign and was struck by a van. Alcohol was not factor in this collision.*

5. **Vehicle Occupant Summary:**
   - *In 2002, there were 113 vehicle occupant fatalities. Fifty-four occupants were wearing seat belts and 46 were not. Seat belt usage for the remaining 13 was not known.*

Seat Belt Used: 54 deaths

- Two were under 10 years old. Sixteen were between the ages of 16 and 25, 17 between ages 26 and 65 and 19 were over 65.
- Type of vehicle the occupant was in:
  - 34 passenger cars
  - 10 pickup trucks
  - 9 panel/mini-vans or SUV's
  - 1 semi tractor unit

Seat Belt Not or Improperly Worn: 46 deaths

- All 46 cases were the result of a single vehicle crash.
- Thirty-eight occupants were ejected or partly ejected.
- One victim was under 10 years of age, five were between 11 and 15, 11 were between 16 and 25, 24 between 26 and 65 and five were over 65.

- Type of vehicle the occupant was in:
  - 17 passenger cars
  - 23 pickup trucks
  - 6 panel/mini-vans or SUV's

Seat Belt Use Not Known or Not Stated: 13 deaths

- Two of the deaths were a drinking driver and two were passengers of a drinking driver.
- All victims were over the age of 16.
- Type of vehicle the occupant was in:
  - 8 passenger cars
  - 3 pickup trucks
  - 1 panel/mini-van or SUV
  - 1 semi tractor unit

6. 2002 Traffic Deaths by Day of Week:

- Sunday 20
- Monday 12
- Tuesday 17
- Wednesday 17
- Thursday 17
- Friday 29
- Saturday 25

7. 2002 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	6	Noon to 0:59 p.m.	5
1 a.m. to 1:59 a.m.	4	1 p.m. to 1:59 p.m.	6
2 a.m. to 2:59 a.m.	2	2 p.m. to 2:59 p.m.	5
3 a.m. to 3:59 a.m.	5	3 p.m. to 3:59 p.m.	8
4 a.m. to 4:59 a.m.	5	4 p.m. to 4:59 p.m.	7
5 a.m. to 5:59 a.m.	4	5 p.m. to 5:59 p.m.	3
6 a.m. to 6:59 a.m.	4	6 p.m. to 6:59 p.m.	6
7 a.m. to 7:59 a.m.	7	7 p.m. to 7:59 p.m.	15
8 a.m. to 8:59 a.m.	2	8 p.m. to 8:59 p.m.	3
9 a.m. to 9:59 a.m.	7	9 p.m. to 9:59 p.m.	4
10 a.m. to 10:59 a.m.	3	10 p.m. to 10:59 p.m.	8
11 a.m. to 11:59 a.m.	12	11 p.m. to 11:59 p.m.	3
		Not Stated	3

8. 2002 Traffic Deaths by Type of Roadway:

- Provincial Highways 81
- Rural Roads 31
- Urban Streets 18
- Other Roads 7

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
1	Rural Road	1	1	Yes	Ped	The driver of a van was travelling on a grid road and hit two pedestrians, killing one. Alcohol was a factor in the collision.
2	Rural/Urban Hwy	1	3	No	Yes	The inexperienced driver of a van was travelling too fast for road conditions and slid through a stop sign hitting another van at a right angle.
3	Rural/Urban Hwy	2	7	Yes	1 - Yes 1 - No	The impaired driver of a pickup wandered over the centre line and hit a van head on. Both drivers were killed.
4	Rural/Urban Hwy	1	2	No	Yes	The elderly driver of a car crossed the centre line and hit another car head on.
5	Rural Road	1	1	Yes	No	The driver of a pickup lost control of the vehicle, went into the ditch and rolled. Both occupants were not wearing seat belts and were ejected. The driver of the vehicle is not known.
6	Rural Road	1	1	Yes	No	The impaired driver of a pickup lost control of his vehicle and rolled. Both occupants were not wearing seat belts and were ejected.
7	First Nation	1	0	Yes	Ped	An impaired pedestrian walked out in front of a pickup and was killed. The pedestrian was dressed in black clothing on an unlit roadway.
8	Rural/Urban Hwy	1	1	No	Yes	The elderly driver of a car left the roadway and hit an approach.
9	First Nation	1	0	Yes	Ped	The driver of a pickup hit an object on the roadway that he thought was a garbage bag. The object was an intoxicated pedestrian that was laying on the roadway.

January summary: Ten people were killed in nine different collisions. Six involved alcohol.

10	Rural/Urban Hwy	1	9	No	No	The driver of a car went through a stop sign at the intersection of two highways, hitting a van at a right angle.
11	Rural Road	1	3	No	No	An inattentive driver of a car lost control on a curved grid road. The vehicle rolled 2-3 times into the ditch, ejecting two occupants.
12	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car came around a gradual left hand curve, crossing over the centre line and opposite lane of travel. The driver lost control on ice, overturned and was ejected as a result of not wearing a seat belt.
13	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of an SUV lost control, entered the ditch and rolled a few times, with only the driver being ejected.
14	Rural Road	1	1	No	Yes	The driver of a pickup suffered a heart attack and crossed the centre line into oncoming traffic, which resulted in a head on collision with a car.

February summary: Five people were killed in five different collisions. Two involved alcohol.

15	First Nation	1	0	No	Ped	A pedestrian grabbed the rear cargo rack of snowmobile as it passed by and was pulled into the "suspension tunnel" of the snowmobile.
16	Street	1	0	No	Ped	The driver of a car struck a pedestrian that was crossing at a marked pedestrian crosswalk.

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
17	Rural/Urban Hwy	1	0	No	Yes	The driver of a car veered over the centre line into oncoming traffic and was hit head on by a semi-power unit. The deceased was ejected from the car and died en route to the hospital.
18	Rural/Urban Hwy	1	1	No	Yes	A car and semi were both westbound on a highway. The driver of the car attempted to turn left at a highway access. The semi was following behind too close which resulted in a fatal collision.
19	Rural/Urban Hwy	1	0	No	Yes	The driver of an SUV fell asleep, awoke and overcorrected the vehicle which caused it to overturn in the ditch.

March summary: Five people were killed in five different collisions. None involved alcohol.

20	Rural/Urban Hwy	1	1	No	Yes	A van and car met on the crest of a hill and collided head on. The roads were icy at the time of the collision.
21	Rural Road	1	1	Yes	No	The driver of a pickup failed to yield to a semi unit at the intersection of two grid roads. The driver of the pickup was partially ejected. Alcohol was a factor in the collision.
22	Rural Road	1	0	Yes	No	The impaired driver of a pickup lost control, rolled into the ditch and was partially ejected from the vehicle.
23	Rural Road	1	0	Yes	No	The impaired driver of a pickup was travelling on a grid road, lost control, rolled into the ditch and was ejected.
24	Rural/Urban Hwy	1	1	No	Yes	The driver of a car failed to stop at a stop sign and collided with a semi unit at the junction of two highways. Heavy fog was also present at the time.
25	Rural/Urban Hwy	1	1	Yes	No	The driver of a pickup took a curve too fast, lost control, entered the ditch, rolled and struck a power pole. Both occupants of the pickup were ejected. It is unknown who the driver was.
26	Rural/Urban Hwy	1	2	Yes	No	The driver of a van lost control, entered the ditch and rolled. All three occupants were ejected.

April summary: Seven people were killed in seven different collisions. Five involved alcohol.

27	Rural/Urban Hwy	2	1	Yes	Yes	The driver of a pickup veered into the oncoming path of a car on a solid double line while cresting a hill, resulting in a head on collision. Alcohol was a factor in the collision.
28	Street	1	2	No	Yes	The driver of a car turned left in front of an oncoming emergency responding SUV, which had lights and siren activated at the time. The passenger of the car died from injuries.
29	Rural/Urban Hwy	2	1	No	Yes	The driver of a car pulled out to pass a semi despite poor visibility and collided head on with a pickup pulling a U-haul trailer. The driver of the car was partially ejected. The drivers of both vehicles were killed.
30	Rural/Urban Hwy	1	2	No	Yes	The driver of a car lost control due to icy highway conditions, spun around 360 degrees, crossed the centre line and was struck on the passenger side by an on-coming truck. The passenger of the car was killed as a result.

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
31	Street	1	3	No	No Helmet	The young operator of an ATV failed to yield at a yield sign and was struck by a van. All four occupants of the ATV were not using helmets.
32	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car went off the road, pulled back onto the road, entered the other ditch, became airborne and rolled. The victim was ejected as a result of not wearing a seat belt.
33	Rural Road	1	3	Yes	No	The impaired driver of a car hit loose gravel, lost control and rolled into the ditch. All four occupants were not wearing their seat belts. As a result, three out of four occupants were ejected, including the deceased passenger.
34	Rural/Urban Hwy	1	0	No	Ped	The operator of a semi-tractor unit backed into a pedestrian in a construction zone.
35	Rural Road	1	0	No	No	The driver of a pickup ran into the rear of a road grader. The driver of the pickup was not wearing a seat belt and was ejected. Strong winds caused swirling dust from the fields, reducing visibility.

May summary: Eleven people were killed in nine different collisions. Three involved alcohol.

36	Rural/Urban Hwy	1	5	No	No	The driver of pickup lost control and rolled into the ditch. The driver was not wearing a seat belt and was ejected.
37	Rural Road	1	1	Yes	No	The impaired driver of a pickup lost control, entered the ditch, struck an approach and rolled. The driver was not wearing a seat belt and was ejected
38	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of car was speeding, lost control and hit the ditch. The driver was not wearing a seat belt and was ejected.
39	Street	1	0	Yes	Helmet	An impaired motorcyclist was speeding and driving carelessly when he was hit head on by a car.
40	Rural Road	1	2	Yes	Not Known	The impaired driver of a pickup lost control, hit an approach and rolled several times.
41	Rural/Urban Hwy	1	0	No	Yes	The elderly driver of a van ran into the back of a truck that was turning into a driveway.
42	Rural/Urban Hwy	1	0	No	Yes	The elderly driver of a van was driving too fast in a construction zone, hit a pile of gravel and rolled into the ditch.
43	Rural/Urban Hwy	1	4	Yes	No	The driver lost control of the pickup truck, crossed the centre line, entered the ditch and rolled several times, ejecting everyone in the truck.

June summary: Eight people were killed in eight different collisions. Five involved alcohol.

44	Rural Road	1	4	No	Yes	The driver of the truck failed to stop at a stop sign and ran into an SUV. A young child was in a child seat but was ejected and killed.
45	Rural/Urban Hwy	1	0	Yes	No	The impaired driver lost control of the car, drove into the ditch, hit an approach and flew into the air. The driver was ejected.
46	Rural Road	1	1	Yes	Yes	The driver of a car left the roadway, entered the ditch and rolled onto the roof in a slough. Alcohol was involved in the collision.

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
47	First Nation	1	1	Yes	No	The impaired driver of a van lost control at high speeds and entered ditch and caught on fire. The driver was ejected.
48	Rural/Urban Hwy	1	4	No	No	The driver of a car lost control and rolled into the ditch. Three of the occupants were ejected and one was killed.
49	Rural/Urban Hwy	3	3	No	Yes	The elderly driver of a pickup failed to stop at a stop sign and struck a van at a right angle.
50	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup failed to stop at the stop sign and was struck by a semi-tractor unit. The driver of the pickup died as a result of the accident.
51	Rural/Urban Hwy	1	4	Yes	No	The impaired driver of a car lost control on a gravel highway and rolled into the ditch. A young passenger was ejected from the vehicle and died as a result of the accident.
52	Rural/Urban Hwy	1	1	No	Yes	The driver of a car attempted to turn left and was struck by the semi as it tried to pass.
53	Rural Road	1	2	Yes	No	The impaired driver of a car lost control while driving down a hill, lost control and rolled five time into the ditch. A front-seat passenger was killed.
54	Rural/Urban Hwy	1	2	No	Yes	The driver of a car rear ended a vehicle that was stopped on the highway due to heavy smoke.
55	Rural Road	1	4	No	Yes	The driver of the car failed to yield the right of way and was struck by another car in an intersection.
56	First Nation	1	3	Yes	No	The impaired driver of the car was driving too fast, lost control and rolled. The driver was partially ejected and was pinned underneath the car.
57	Rural/Urban Hwy	1	2	Yes	Yes	The intoxicated driver of a car crossed the centre line and hit another car head on.
58	Rural/Urban Hwy	1	0	No	Ped	A semi tractor unit struck a pedestrian who was walking on the roadway. The deceased was wearing dark clothing and the driver did not see him.

July summary: Seventeen people were killed in 15 different collisions. Eight involved alcohol.

59	Rural/Urban Hwy	1	0	No	Not Known	The driver of a car drifted off to the right, overcorrected and spun off the road. The vehicle overturned in a slough and the driver drowned.
60	Street	1	0	No	Helmet Worn	The young driver of a motorcycle ran a stop sign and was struck by a car at a right angle.
61	Rural/Urban Hwy	2	1	No	No	The driver of a pickup was travelling up hill when another vehicle passed. The driver lost control and rolled down the hill. All three occupants not wearing seat belts and were ejected.
62	Rural/Urban Hwy	1	1	No	Yes	A semi tractor unit and a car were travelling towards each other on a highway. The driver of the car was not watching the roadway and sideswiped the semi.
63	Street	1	1	No	Yes	The driver of a car was stopped at an intersection waiting to turn and was rear ended by a pickup. A passenger in the car was killed.
64	Rural/Urban Hwy	1	4	No	Yes	The driver of a pickup hit loose gravel and ruts on the roadway. The driver overcorrected, lost control and rolled.
65	Rural/Urban Hwy	1	0	Yes	Ped	An intoxicated pedestrian was run over by an unidentified vehicle while lying on the roadway.

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
66	Rural/Urban Hwy	1	1	No	Yes	The operator of a pickup crossed the centre line and collided with a semi tractor unit head on.
67	First Nation	1	0	No	No	Two children were riding in the back of a pickup. One child fell out and sustained head injuries from landing on the street.
68	Rural/Urban Hwy	1	0	No	No	A car and a large truck were travelling in the same direction on a stretch of highway. The truck attempted to pass at the time as the car made a let turn.
69	Street	1	0	No	Ped	The driver of a van struck a pedestrian that was crossing in a marked crosswalk.
70	Street	1	0	No	Ped	A pedestrian was struck by a car while crossing a street between intersections.
71	Rural/Urban Hwy	1	0	No	No	The operator of a farm tractor drove over a tank that fell out of its bucket. The driver was ejected and run over by the tractor.
72	Rural/Urban Hwy	1	2	No	Yes	The operator of an SUV fell asleep, left the road surface and rolled down a steep ditch. A front seat passenger was killed.

August summary: Fifteen people were killed in 14 different collisions. One involved alcohol.

73	Rural/Urban Hwy	1	0	No	Ped	The operator of a semi tractor unit stopped on the side of the highway, got out and was run over while working on the vehicle.
74	Rural/Urban Hwy	1	2	No	No	The elderly driver of a car failed to stop at a stop sign and was hit at a right angle by a pickup. The driver of the car was not wearing a seat belt and was ejected and killed.
75	Street	1	2	No	Yes	The elderly operator of a car failed to yield the right of way while turning left and was struck by a pickup.
76	Rural/Urban Hwy	1	0	No	Helmet Not Worn	The driver of a car crested a hill to find a cyclist in the driving lane. The driver hit the cyclist, throwing him onto the roadway.
77	Rural/Urban Hwy	1	3	Yes	No	The driver of a pickup was operating his vehicle at a high rate of speed when he lost control and rolled several times. None of the occupants were wearing seat belts. The two front occupants were ejected. Alcohol was a factor in the collision.
78	Rural/Urban Hwy	1	1	Yes	Yes	The intoxicated driver of a car caught the side of the road, overcorrected and rolled into the ditch. The front passenger was killed in the collision.
79	IR	1	0	No	Helmet Not Worn	The operator of a motorcycle was travelling at a high rate of speed when he struck large rocks that were placed on the road.
80	Rural/Urban Hwy	1	2	No	Yes	The driver of a car fell asleep and wandered into the oncoming lane of traffic, hitting a van head on.
81	Rural/Urban Hwy	2	0	No	1 No 1 Yes	The operator of a car missed a stop sign and drove into the side of a semi.
82	Street	1	0	No	Ped	The driver of a car was blinded by the sun and didn't see a pedestrian that was in the crosswalk. The car struck and killed the pedestrian.
83	Prov Rd	1	0	Yes	No	The impaired driver of a pickup drove his vehicle into the water at a ferry crossing.
84	Rural Road	1	2	No	No	Two pickup trucks collided at the intersection of two grid roads. One of the trucks rolled into the ditch and its passenger was killed.

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
85	Rural/Urban Hwy	1	0	No	Helmet Not Worn	The operator of a van tried to drive around a cyclist that was travelling in the same direction. The elderly cyclist turned left at the last moment and was struck by the van.
86	Rural/Urban Hwy	1	0	Yes	Yes	The operator of a car drove into the back of a semi that was stopped on the side of the highway with its hazard lights on. Alcohol was a factor in the collision.

September summary: Fifteen people were killed in 14 different collisions. Four involved alcohol.

87	Rural Road	1	0	Yes	No	The driver of a pickup lost control of the vehicle when he tried to avoid a deer on the road. The vehicle swerved back and forth and rolled side over side. The driver wasn't wearing a seat belt, was partially ejected and killed.
88	Rural/Urban Hwy	1	1	No	Yes	The operator of a farm tractor was driving on the shoulder of the highway pulling a grain wagon. The driver of the car ran into the back of the farm equipment because it did not have lights on.
89	Rural Road	1	3	No	No	The operator of a pickup lost control on a muddy, snowy road, slid down a steep embankment and rolled at least twice. All four occupants were not wearing seat belts. The front passenger was ejected and killed.
90	Street	1	0	Yes	Ped	The impaired driver of a car struck a pedestrian that was crossing between intersections.
91	Rural/Urban Hwy	1	2	No	Not Known	The driver of a van was stopped waiting to turn left. A semi driver pulled over into the opposing lane of traffic and was struck by another semi head on. Both semis started on fire.
92	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup was travelling on the opposite side of the road, lost control, entered the ditch and rolled. The lone occupant of the pickup was ejected and killed.
93	Rural/Urban Hwy	1	0	Yes	No	The driver of a car left the road, drove along the ditch and hit a bridge structure. Alcohol was a factor in the collision.
94	Rural Road	1	1	Yes	No	The operator of a van left the surface of the road and rolled in the ditch. The identity of the driver is not known. The deceased occupant was ejected and killed.
95	Rural Road	1	1	No	Yes	The driver of a pickup failed to yield at a yield sign and struck the side of a semi. The driver of the pickup was killed.
96	Rural Road	1	1	No	Not Known	Driver of a pickup failed to stop at a railway crossing and struck the side of a train.
97	Rural/Urban Hwy	1	1	No	Not Known	The driver of a car was travelling too fast for road conditions, lost control of the vehicle and hit head on with another car. The road was slushy at the time of the collision.
98	Rural/Urban Hwy	1	0	Yes	No	The driver of an SUV failed to stop at a railway crossing and struck the side of a train.
99	Rural Road	2	4	No	1-Yes 1-Not Known	Two cars travelling towards each other on a gravel road hit head on. The front passengers in both vehicles were killed.
100	Street	1	0	No	Yes	The elderly driver of a car may have swerved to miss a cat and hit a parked car.

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
101	Rural/Urban Hwy	2	0	No	Yes	The driver of a car fell asleep and wandered into the oncoming lane of traffic, hitting a semi head on. Both occupants of the car were killed.
102	Rural/Urban Hwy	1	3	Yes	Not Known	The driver of a car was stopped on the shoulder of the highway when he was rear ended by another car. Both cars caught on fire. Alcohol was a factor in the collision.
103	Rural Road	1	0	Yes	Ped	Three pedestrians were walking in the right lane with their backs to traffic. The driver of a car dimmed her light for an oncoming vehicle and struck one of the pedestrians fatally.

October summary: Twenty people were killed in 18 different collisions. Eight involved alcohol.

104	Rural/Urban Hwy	1	0	Yes	Ped	A pedestrian was standing in the driving lane of the highway and was struck by a pickup.
105	Rural Road	1	0	Yes	Yes	The driver of a pickup lost control of his vehicle, struck the bridge supports and landed upside down in the water.
106	Street	1	0	Yes	Not Known	The driver of a car was travelling too fast, lost control of the vehicle on a curve and hit a light post.
107	Street	1	1	No	No	The driver of a pickup lost control and struck a tree. The passenger wasn't wearing a seat belt and was thrown into the windshield.
108	Rural/Urban Hwy	1	1	No	Yes	The driver of a pickup lost control on an icy road surface and hit a semi head on.
109	Rural/Urban Hwy	1	0	No	No	The driver of a car crossed the centre line and sideswiped a pickup. The driver of the car was partially ejected and killed.
110	Rural Road	1	3	Yes	No	The driver of a car lost control of the vehicle, ran into the ditch and rolled. One of the unbelted occupants was ejected and killed.
111	Street	1	0	No	Ped	The driver of a pickup hit a pedestrian that was crossing between intersections.

November summary: Eight people were killed in eight different collisions. Four involved alcohol.

112	Rural/Urban Hwy	4	1	No	3-Yes 1-No	The elderly driver of a car was making a left turn onto a highway and was struck at a right angle by a semi. All four people in the car were killed.
113	Rural/Urban Hwy	1	0	No	Yes	The elderly driver of a car caught a ridge of snow on the shoulder of the highway, went off the road and hit an approach.
114	Rural/Urban Hwy	1	3	No	Yes	The driver of a car hit a full size horse that was standing on the highway. Heavy fog contributed to the collision.
115	Rural/Urban Hwy	1	0	No	Ped	The driver of a van lost control on icy roads, slid across the road and hit an elderly pedestrian. The pedestrian died later in hospital.
116	Rural/Urban Hwy	1	1	No	Not Known	The elderly driver of a pickup drove into the back of a piece of farm equipment. The driver of the pickup died later in hospital.
117	Street	1	7	No	No	The driver of an SUV failed to stop at a stop sign and was hit at a right angle by a van.

2002 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
118	Rural Road	2	2	Yes	Not Known	A car and a pickup met at the top of a hill on a grid road. Both tried to swerve but hit head on. Both occupants of the car were killed.
119	Rural Road	1	2	Yes	No	The driver of a van lost control of the vehicle, entered the ditch and rolled. Two occupants were ejected and one killed. Alcohol was a factor in the collision.
120	Rural Road	1	0	No	Yes	The driver of a car left the roadway into the ditch, hit an embankment and rolled several times. The lone occupant of the car was killed.
121	Rural/Urban Hwy	2	1	No	1 Yes 1 Not Known	The driver of a car lost control on the highway and hit an oncoming van head on. The driver of the car and the passenger of the van were killed.
122	Rural/Urban Hwy	1	0	No	Yes	Driver of a semi lost control on ice, jackknifed and slid into the path of the second semi. The second semi struck the trailer that was on the traveled portion of the highway.
123	First Nations	1	3	No	Yes	The driver of a car pulled out to pass two or three cars and then pulled back in. She lost control of the vehicle, spun around on the highway and was struck by the second car.

December summary: Seventeen people were killed in 12 different collisions. Two involved alcohol.

Pedestrians

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Pedestrians

2002 Quick Facts on Pedestrian Collisions

- Seventeen pedestrians were killed and 64 seriously injured in 2002 as compared to 15 deaths and 70 injuries in 2001. Pedestrian action was the contributing factor in 10 of the 17 deaths in 2002.
- In five of the fatal collisions the pedestrian had been drinking. In two cases the driver had been drinking.
- Twenty-seven per cent of the pedestrians injured or killed were under the age of 15.
- 87.6 per cent of pedestrians were injured or killed in an urban area (refer to Figure 11.4 on page 100 for individual city breakdowns).
- Over 32 per cent of the pedestrians were hit while trying to cross at an intersection, and 18.3 per cent were hit after running onto the roadway.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Tuesday was the worst day for pedestrian collisions and November was the worst month.

Pedestrians Injured or Killed by Age Group

Figure 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	11	89	55	23	42	37	38	16	27	23	361	95.5
Killed	0	2	4	2	2	1	2	0	4	0	17	4.5
Total	**11**	**91**	**59**	**25**	**44**	**38**	**40**	**16**	**31**	**23**	**378**	
%	2.9	24.1	15.6	6.6	11.6	10.1	10.6	4.2	8.2	6.1		**100.0**

Pedestrians Injured or Killed by Action and Age Group

Figure 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	1	14	17	3	11	13	13	6	15	4	97	25.7
At Int Xing without ROW	0	6	0	0	0	2	4	2	1	1	16	4.2
At Int, Xing No Traffic Control	0	0	0	0	2	0	2	1	2	1	8	2.1
Xing Road between Int	0	9	7	3	5	5	2	0	6	5	42	11.1
Walking, Facing Traffic	0	2	2	1	1	0	2	0	1	0	9	2.4
Walking with Traffic	0	3	8	3	0	1	1	0	0	0	16	4.2
On Sidewalk or Median	0	2	0	3	1	1	1	3	1	2	14	3.7
Walking on Roadway	0	2	4	3	4	4	3	1	1	1	23	6.1
From Behind Vehicle	1	5	1	2	2	2	1	0	1	1	16	4.2
Running into Road	6	34	14	0	5	3	4	0	0	3	69	18.3
Getting on/off Other Vehicle	0	1	1	0	4	2	2	1	1	1	13	3.4
Working on Vehicle	1	2	1	1	0	1	2	1	0	0	9	2.4
Playing on Roadway	0	3	1	0	0	0	0	0	0	0	4	1.1
Working on Roadway	0	0	0	2	0	0	0	0	0	0	2	0.5
Lying on Roadway	0	0	0	1	1	0	0	0	0	0	2	0.5
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0
Skateboarding	0	2	1	1	0	0	0	0	0	1	5	1.3
Wheelchair on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Not Stated	2	6	2	2	8	4	3	1	2	3	33	8.7
Total	**11**	**91**	**59**	**25**	**44**	**38**	**40**	**16**	**31**	**23**	**378**	**100.0**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Figure 9.3

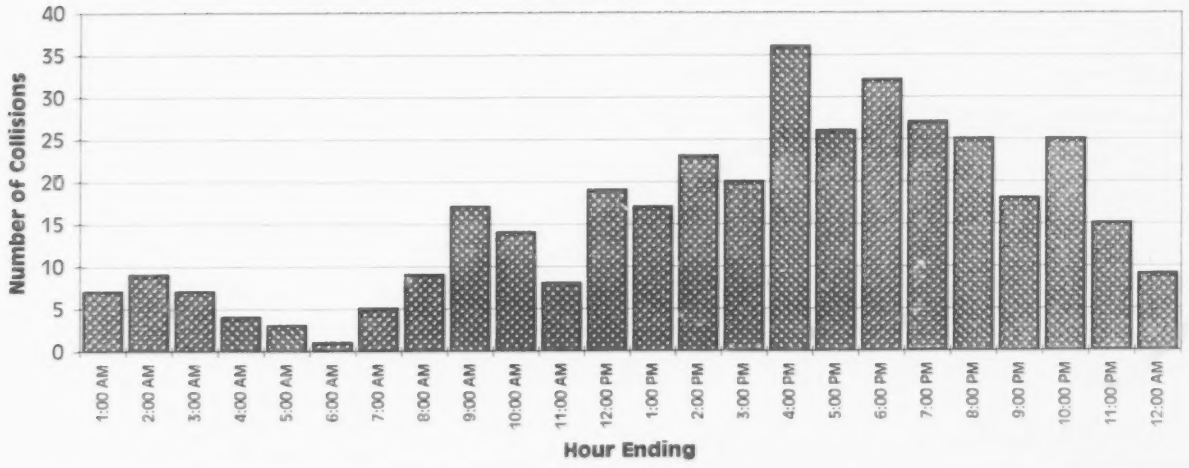
Road Authority	Injured	%	Killed	%	Total	%
Urban						
Street	316	83.6	6	1.6	322	85.2
Lane / Back Alley	9	2.4	0	0.0	9	2.4
Subtotal	**325**	**86.0**	**6**	**1.6**	**331**	**87.6**
Provincial Highways						
Rural / Urban Highways	16	4.2	6	1.6	22	5.8
Provincial Road 900 Series	1	0.3	0	0.0	1	0.3
Community Access / Other Highways	0	0.0	0	0.0	0	0.0
Subtotal	**17**	**4.5**	**6**	**1.6**	**23**	**6.1**
Rural Roads						
Designated Grid Road	1	0.3	1	0.3	2	0.5
Municipal Rural Road	1	0.3	1	0.3	2	0.5
Subtotal	**2**	**0.5**	**2**	**0.5**	**4**	**1.1**
Other						
Indian Reserves/ First Nations Land	16	4.2	3	0.8	19	5.0
Federal / Provincial Land	0	0.0	0	0.0	0	0.0
Unknown	1	0.3	0	0.0	1	0.3
Subtotal	**17**	**4.5**	**3**	**0.8**	**20**	**5.3**
Total	**361**	**95.5**	**17**	**4.5**	**378**	**100.0**

Pedestrian Collisions by Time of Day

Figure 9.4

Hour of Collision	Collisions
Midnight to 0:59 a.m.	7
1 a.m. to 1:59 a.m.	9
2 a.m. to 2:59 a.m.	7
3 a.m. to 3:59 a.m.	4
4 a.m. to 4:59 a.m.	3
5 a.m. to 5:59 a.m.	1
6 a.m. to 6:59 a.m.	5
7 a.m. to 7:59 a.m.	9
8 a.m. to 8:59 a.m.	17
9 a.m. to 9:59 a.m.	14
10 a.m. to 10:59 a.m.	8
11 a.m. to 11:59 a.m.	19
Noon to 0:59 p.m.	17
1 p.m. to 1:59 p.m.	23
2 p.m. to 2:59 p.m.	20
3 p.m. to 3:59 p.m.	35
4 p.m. to 4:59 p.m.	26
5 p.m. to 5:59 p.m.	32
6 p.m. to 6:59 p.m.	27
7 p.m. to 7:59 p.m.	25
8 p.m. to 8:59 p.m.	18
9 p.m. to 9:59 p.m.	25
10 p.m. to 10:59 p.m.	15
11 p.m. to 11:59 p.m.	9
Not Stated	3
Total	**378**

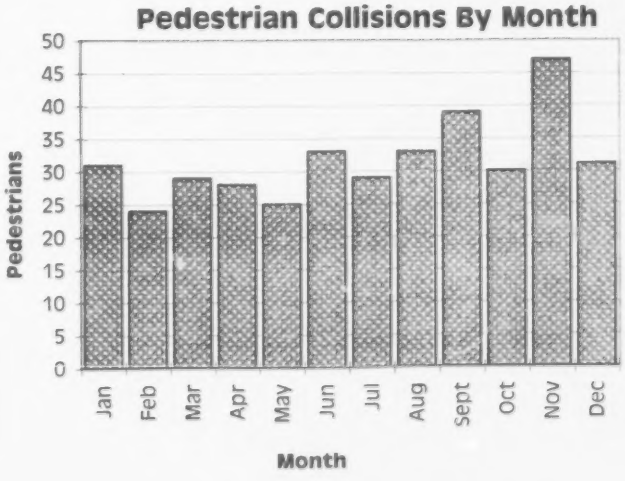
Pedestrian Collisions by Hour of Collision



Pedestrian Collisions by Month

Figure 9.5

Month	Collisions
January	31
February	24
March	29
April	28
May	25
June	33
July	29
August	33
September	39
October	30
November	46
December	31
Total	**378**



Alcohol

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Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI is continuously working on solutions to help resolve this serious traffic safety issue. There are serious consequences for drinking and driving.

Driver's licence suspension periods apply if you are convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at $600, with no maximum.

If you are at fault for a collision while driving impaired, you also have no insurance coverage for the damage to your vehicle or to others' vehicles or property.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

First-time drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

Probationary drivers who consume any amount of alcohol and drive receive a 30-day suspension and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension and mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counsellor before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. The driver is required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver had a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

For further details of SGI's drinking and driving initiatives, contact SGI at 1-800-667-8015 ext. 6180.

Number of Collisions and Victims Involving Alcohol by Year

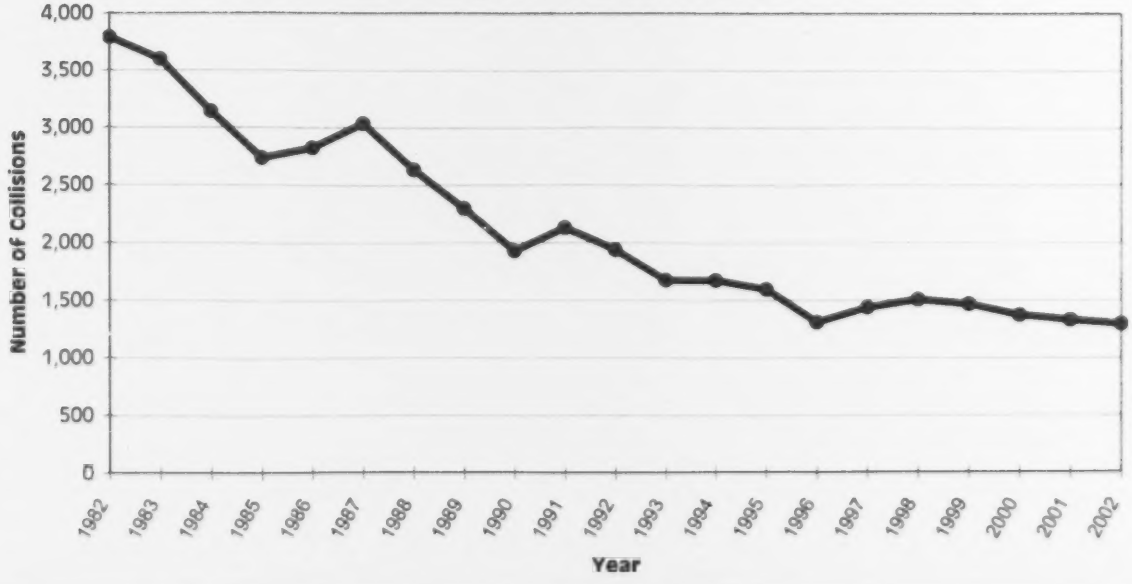
Figure 10.1

	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,499	728	68	2,295	1,252	76	1,328
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	503	39	1,308	897	48	945
1997	830	560	46	1,436	1,045	55	1,100
1998	891	561	52	1,504	1,006	61	1,067
1999	850	551	64	1,465	980	86	1,066
2000	790	541	39	1,370	931	47	978
2001	800	460	68	1,328	821	79	900
2002	749	496	48	1,293	799	51	850

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year



Per cent of Collisions and Victims Involving Alcohol by Year

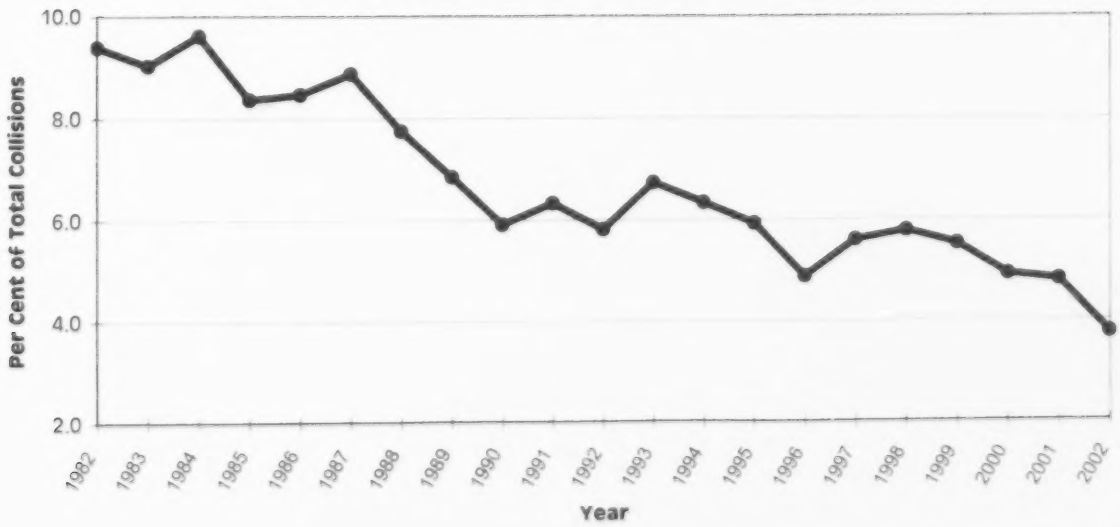
Figure 10.2

	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	7.6	19.4	40.0	9.4	22.7	38.3	23.1
1983	7.2	18.8	39.9	9.0	21.8	41.3	22.4
1984	7.7	18.3	38.0	9.6	21.2	38.0	21.7
1985	6.6	15.5	36.8	8.4	18.3	36.0	18.7
1986	6.8	14.9	45.9	8.5	17.7	46.1	18.4
1987	7.0	16.0	48.7	8.9	19.0	52.1	19.8
1988	6.1	14.7	39.4	7.7	17.3	40.5	17.8
1989	5.4	13.2	42.0	6.8	15.4	39.6	15.9
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	36.8	4.9	13.1	35.6	13.6
1997	4.1	10.9	35.4	5.6	13.7	33.5	14.2
1998	4.3	11.3	40.6	5.8	13.9	41.2	14.5
1999	4.1	10.1	43.0	5.5	12.2	45.7	13.0
2000	3.5	10.0	28.5	4.9	11.9	31.1	12.2
2001	3.5	9.4	48.9	4.8	11.8	47.6	12.6
2002	2.6	9.7	39.0	3.8	11.0	37.0	11.6

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

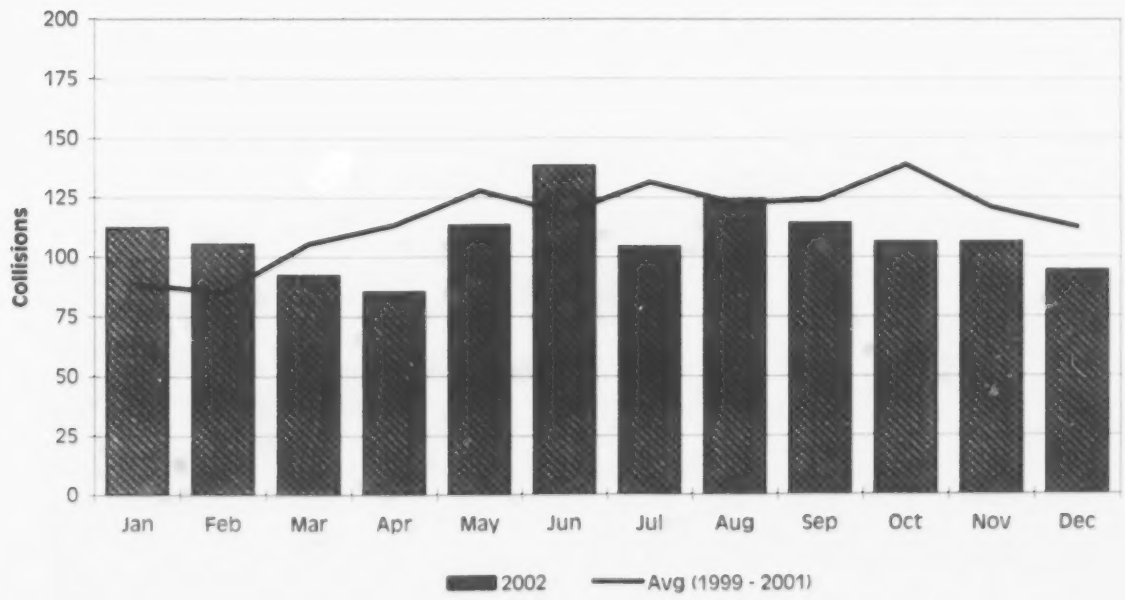


Alcohol-Involved Collisions by Month and Year

Figure 10.3

Month	1997	1998	1999	2000	2001	Average 1999 - 2001	2002	% Change
January	69	110	96	94	75	88.3	**112**	26.8
February	100	85	89	86	80	85.0	**105**	23.5
March	109	106	107	101	108	105.3	**92**	-12.7
April	95	108	114	114	112	113.3	**85**	-25.0
May	125	146	137	130	116	127.7	**113**	-11.5
June	122	127	120	117	118	118.3	**138**	16.6
July	113	144	133	132	129	131.3	**104**	-20.8
August	157	163	131	120	117	122.7	**124**	1.1
September	142	141	121	134	117	124.0	**114**	-8.1
October	134	148	165	132	119	138.7	**106**	-23.6
November	133	124	127	119	116	120.7	**106**	-12.2
December	137	102	125	91	121	112.3	**94**	-16.3
Totals	**1,436**	**1,504**	**1,465**	**1,370**	**1,328**	**1,387.7**	**1,293**	**-6.8**

Alcohol-Involved Collisions by Month

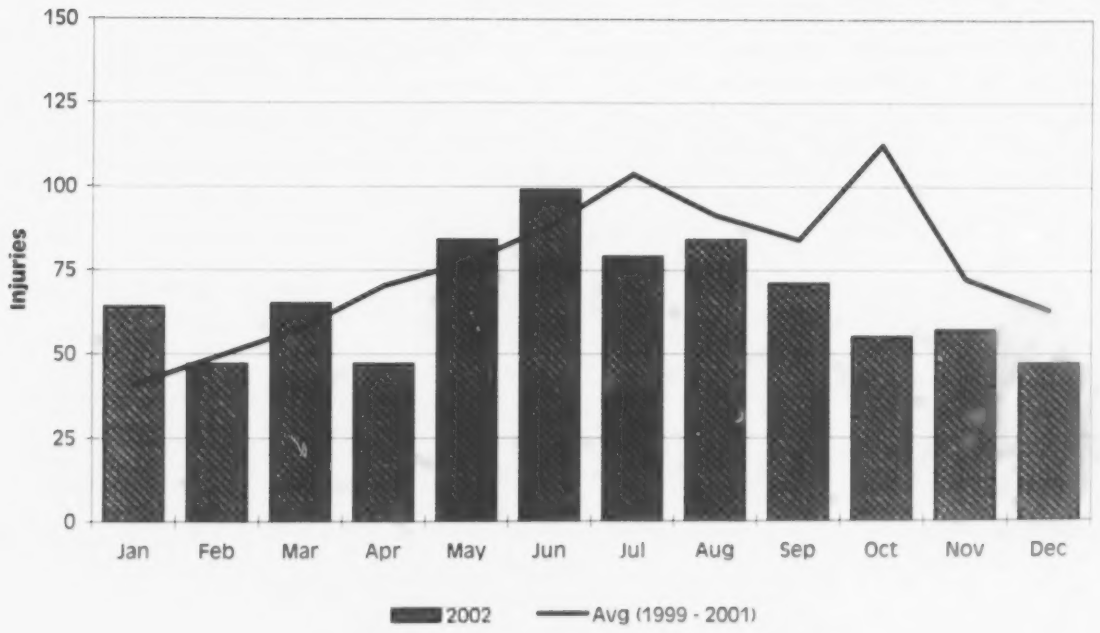


Injuries Due to Alcohol-Involved Collisions by Month and Year

Figure 10.4

Month	1997	1998	1999	2000	2001	Average 1999 - 2001	2002	% * Change
January	28	46	45	47	31	41.0	**64**	56.1
February	62	34	49	46	53	49.3	**47**	-4.7
March	64	70	54	74	45	57.7	**65**	12.7
April	58	82	72	87	52	70.3	**47**	-33.2
May	95	112	73	87	72	77.3	**84**	8.6
June	102	83	107	92	66	88.3	**99**	12.1
July	97	128	101	104	106	103.7	**79**	-23.8
August	125	133	107	86	81	91.3	**84**	-8.0
September	112	109	87	85	80	84.0	**71**	-15.5
October	125	82	130	118	89	112.3	**55**	-51.0
November	90	76	84	55	78	72.3	**57**	-21.2
December	87	51	71	50	68	63.0	**47**	-25.4
Totals	**1,045**	**1,006**	**980**	**931**	**821**	**910.7**	**799**	**-12.3**

Injuries Due to Alcohol-Involved Collisions by Month

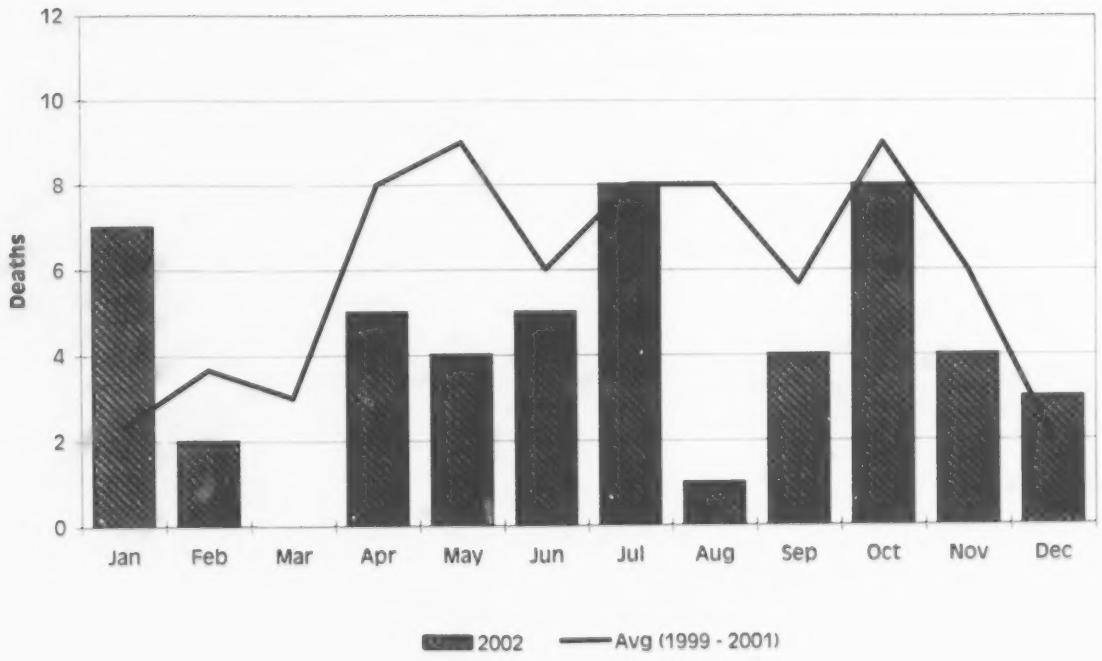


Deaths Due to Alcohol-Involved Collisions by Month and Year

Figure 10.5

Month	1997	1998	1999	2000	2001	Average 1999 - 2001	2002	% * Change
January	0	3	2	2	3	2.3	**7**	200.0
February	3	5	7	3	1	3.7	**2**	-45.5
March	3	2	4	1	4	3.0	**0**	-100.0
April	3	9	11	6	7	8.0	**5**	-37.5
May	11	10	18	4	5	9.0	**4**	-55.6
June	6	1	5	4	9	6.0	**5**	-16.7
July	1	5	8	8	8	8.0	**8**	0.0
August	3	9	6	4	14	8.0	**1**	-87.5
September	5	2	4	6	7	5.7	**4**	-29.4
October	5	7	14	7	6	9.0	**8**	-11.1
November	4	4	5	2	11	6.0	**4**	-33.3
December	11	4	2	0	4	2.0	**3**	50.0
Totals	**55**	**61**	**86**	**47**	**79**	**70.7**	**51**	**-27.8**

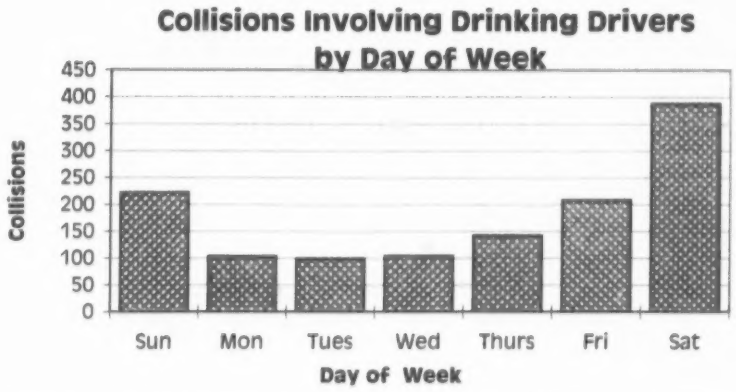
Deaths Due to Alcohol-Involved Collisions by Month



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

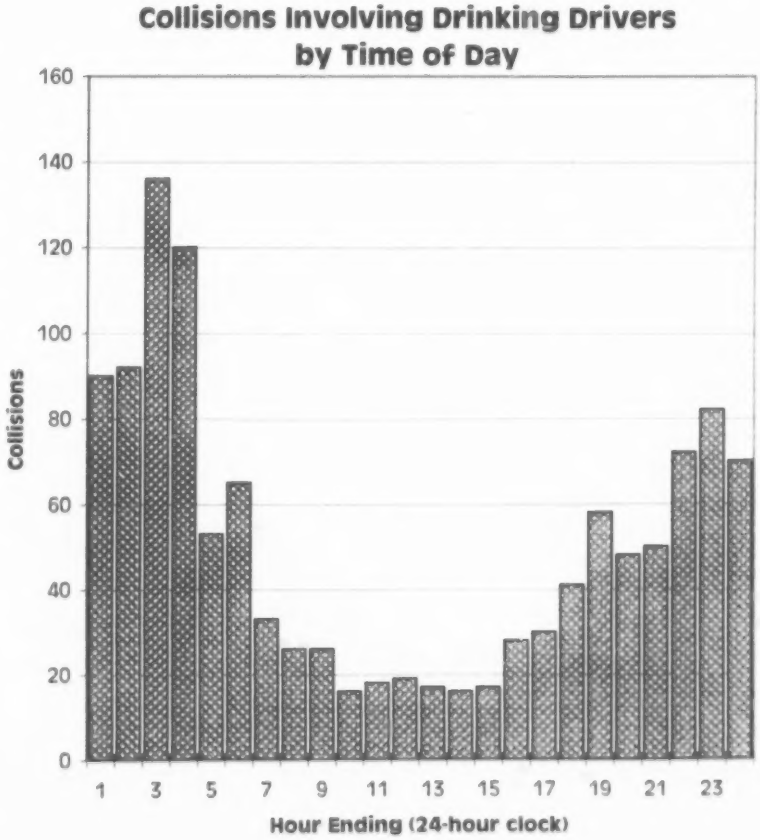
Day of the Week	Collisions
Sunday	222
Monday	103
Tuesday	99
Wednesday	104
Thursday	142
Friday	208
Saturday	388
TOTAL	**1266**



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
Midnight to 0:59 a.m.	90
1 a.m. to 1:59 a.m.	92
2 a.m. to 2:59 a.m.	136
3 a.m. to 3:59 a.m.	120
4 a.m. to 4:59 a.m.	53
5 a.m. to 5:59 a.m.	65
6 a.m. to 6:59 a.m.	33
7 a.m. to 7:59 a.m.	26
8 a.m. to 8:59 a.m.	26
9 a.m. to 9:59 a.m.	16
10 a.m. to 10:59 a.m.	18
11 a.m. to 11:59 a.m.	19
Noon to 0:59 p.m.	17
1 p.m. to 1:59 p.m.	16
2 p.m. to 2:59 p.m.	17
3 p.m. to 3:59 p.m.	28
4 p.m. to 4:59 p.m.	30
5 p.m. to 5:59 p.m.	41
6 p.m. to 6:59 p.m.	58
7 p.m. to 7:59 p.m.	48
8 p.m. to 8:59 p.m.	50
9 p.m. to 9:59 p.m.	72
10 p.m. to 10:59 p.m.	82
11 p.m. to 11:59 p.m.	70
Time not stated	43
TOTAL	**1266**



Collisions Involving a Drinking Driver

Figure 10.8

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,682	867	62	2,611	1,497	80	1,577
1989	1,492	721	68	2,281	1,240	76	1,316
1990	1,255	603	57	1,915	1,032	64	1,096
1991	1,340	684	71	2,095	1,191	82	1,273
1992	1,195	662	52	1,909	1,242	61	1,303
1993	954	631	52	1,637	1,103	63	1,166
1994	965	634	46	1,645	1,121	51	1,172
1995	974	541	53	1,568	971	58	1,029
1996	761	490	35	1,286	883	44	927
1997	825	548	43	1,416	1,033	52	1,085
1998	889	550	47	1,486	993	56	1,049
1999	844	526	61	1,431	955	83	1,038
2000	789	519	35	1,343	908	43	951
2001	798	443	63	1,304	803	74	877
2002	747	476	43	1,266	778	46	824

Collisions Involving Pedestrians or Cyclists That Had Been Drinking

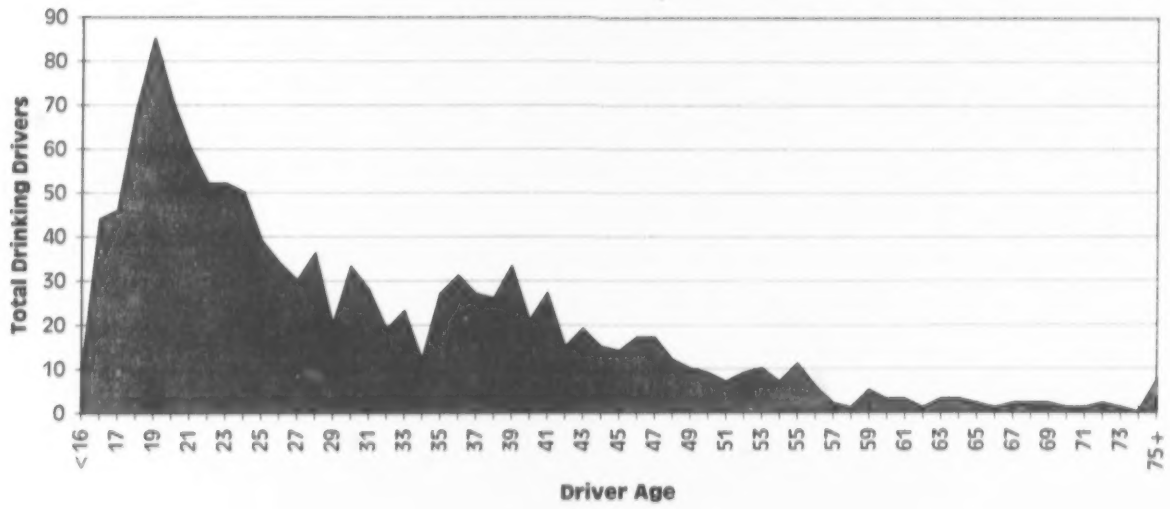
Figure 10.9

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	0	0	0	0	0	0	0
1983	0	0	0	0	0	0	0
1984	0	0	0	0	0	0	0
1985	0	0	0	0	0	0	0
1986	0	0	0	0	0	0	0
1987	0	0	0	0	0	0	0
1988	0	9	0	9	9	0	9
1989	1	5	0	6	5	0	5
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	13	4	18	13	4	17
1997	2	16	5	23	17	5	22
1998	2	14	7	23	17	7	24
1999	3	25	5	33	26	5	31
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28

Pedestrian contributing factors were not recorded prior to 1991 and cyclist statistics are not available prior to 1988.

2002 Drinking Drivers by Driver Age

Figure 10.10



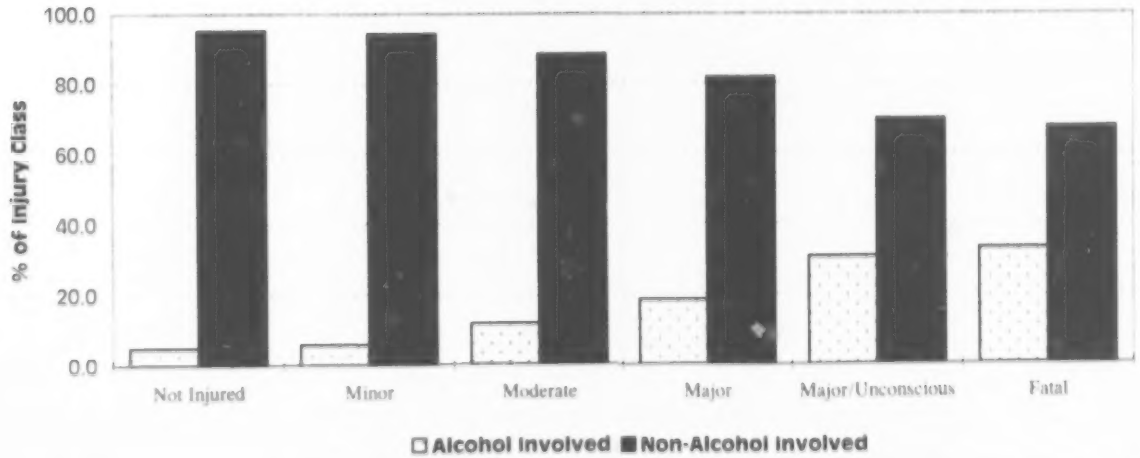
2002 Injury Classification in Casualty Collisions by Alcohol Involvement

Figure 10.11

Injury Classification	Drinking Driver Yes	Drinking Driver No	Totals	% with Alcohol
Not Injured	203	3,935	4,138	4.9
Minor	283	4,604	4,887	5.8
Moderate	212	1,607	1,819	11.7
Major	90	399	489	18.4
Major/Unconscious	25	57	82	30.5
Fatal	45	92	137	32.8
Total	**858**	**10,694**	**11,552**	**7.4**

Figure 10.12

Injury Class by Alcohol Involvement



2002 Drinking Drivers by Gender and Severity of Collision

Figure 10.13

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal injury	Fatal	Total
<16	6	2	0	8	6	2	0	8
16	33	11	0	44	24	18	2	44
17	42	4	0	46	27	19	0	46
18	59	10	0	69	31	35	3	69
19	73	12	0	85	54	30	1	85
20	57	14	0	71	40	27	4	71
21	57	3	0	60	38	22	0	60
22	46	6	0	52	26	23	3	52
23	46	6	0	52	31	21	0	52
24	46	4	0	50	38	10	2	50
25	30	9	0	39	23	16	0	39
26	26	8	0	34	14	19	1	34
27	24	6	0	30	17	12	1	30
28	30	6	0	36	21	14	1	36
29	11	9	0	20	16	3	1	20
30	24	9	0	33	19	12	2	33
31	20	8	0	28	15	11	2	28
32	13	6	0	19	9	8	2	19
33	15	8	0	23	12	11	0	23
34	9	3	0	12	10	2	0	12
35	23	4	0	27	15	11	1	27
36	22	9	0	31	17	13	1	31
37	24	3	0	27	17	10	0	27
38	22	4	0	26	16	9	1	26
39	24	9	0	33	20	12	1	33
40	10	11	0	21	11	9	1	21
41	23	4	0	27	15	11	1	27
42	13	2	0	15	9	6	0	15
43	13	6	0	19	6	11	2	19
44	11	4	0	15	10	5	0	15
45	10	4	0	14	11	2	1	14
46	12	5	0	17	11	5	1	17
47	14	3	0	17	6	11	0	17
48	12	0	0	12	5	6	1	12
49	9	1	0	10	4	6	0	10
50	8	1	0	9	8	1	0	9
51	7	0	0	7	3	4	0	7
52	9	0	0	9	6	2	1	9
53	7	3	0	10	8	2	0	10
54	6	1	0	7	3	4	0	7
55	10	1	0	11	6	4	1	11
56	6	0	0	6	4	2	0	6
57	2	0	0	2	2	0	0	2
58	1	0	0	1	1	0	0	1
59	5	0	0	5	2	3	0	5
60	3	0	0	3	1	1	1	3
61	3	0	0	3	1	2	0	3
62	1	0	0	1	1		0	1
63	3	0	0	3	1	2	0	3
64	3	0	0	3	2	1	0	3
65	2	0	0	2	2	0	0	2
66	1	0	0	1	0	1	0	1
67	1	1	0	2	1	1	0	2
68	1	1	0	2	1	1	0	2
69	1	1	0	2	1	1	0	2
70	1	0	0	1	1	0	0	1
71	1	0	0	1	1	0	0	1
72	2	0	0	2	2	0	0	2
73	1	0	0	1	1	0	0	1
74	0	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0	0
76	1	0	0	1	1	0	0	1
77	1	0	0	1	1	0	0	1
78	1	0	0	1	1	0	0	1
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	1	0	0	1	0	1	0	1
82	1	0	0	1	1	0	0	1
83	0	0	0	0	0	0	0	0
84	1	0	0	1	0	0	1	1
85	1	0	0	1	0	0	1	1
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	6	1	50	57	45	10	2	57
Total	1,007	223	50	1,280	752	485	43	1,280

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated

Drinking Drivers in Collisions by Gender by Year

Figure 10.14

	2000				2001				2002			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	5	3	0	8	8	2	0	10	6	2	0	8
16	39	10	0	49	20	11	0	31	33	11	0	44
17	46	10	0	56	45	13	0	58	42	4	0	46
18	61	17	0	78	49	17	0	66	59	10	0	69
19	87	20	0	107	87	8	0	95	73	12	0	85
20	71	13	0	84	61	14	0	75	57	14	0	71
21	43	7	0	50	68	6	0	74	57	3	0	60
22	50	10	0	60	50	11	0	61	46	6	0	52
23	36	6	0	42	48	4	0	52	46	6	0	52
24	26	6	0	32	39	7	0	46	46	4	0	50
25 - 34	219	74	0	293	240	66	0	306	202	72	0	274
35 - 44	208	59	0	267	177	44	0	221	185	56	0	241
45 - 54	86	12	0	98	68	24	0	92	94	18	0	112
55 - 64	48	6	0	54	48	5	0	53	37	1	0	38
65 - 74	22	4	0	26	20	1	0	21	11	3	0	14
75 >	3	2	0	5	6	0	0	6	7	0	0	7
NS *	9	2	42	53	6	1	48	55	6	1	50	57
Total	1,059	261	42	1,362	1,040	234	48	1,322	1,007	223	50	1,280

Drinking Drivers in Collisions by Collision Severity by Year

Figure 10.15

	2000				2001				2002			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	3	5	0	8	5	4	1	10	6	2	0	8
16	25	23	1	49	15	15	1	31	24	18	2	44
17	39	15	2	56	32	25	1	58	27	19	0	46
18	46	31	1	78	38	23	5	66	31	35	3	69
19	56	48	3	107	60	34	1	95	54	30	1	85
20	56	24	4	84	45	26	4	75	40	27	4	71
21	28	21	1	50	41	29	4	74	38	22	0	60
22	42	18	0	60	39	21	1	61	26	23	3	52
23	24	18	0	42	30	18	4	52	31	21	0	52
24	16	13	3	32	31	15	0	46	38	10	2	50
25 - 34	173	113	7	293	180	111	15	306	156	108	10	274
35 - 44	143	116	8	267	143	70	8	221	136	97	8	241
45 - 54	59	38	1	98	55	30	7	92	65	43	4	112
55 - 64	32	19	3	54	36	11	6	53	21	15	2	38
65 - 74	18	8	0	26	15	3	3	21	10	4	0	14
75 >	3	2	0	5	5	1	0	6	4	1	2	7
NS *	39	12	2	53	36	16	3	55	45	10	2	57
Total	802	524	36	1,362	806	452	64	1,322	752	485	43	1,280

*** NS is where the driver age is not stated.**

Traffic Collision Statistics

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Traffic Collision Statistics

Figure 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Figures 11.3 and 11.4 summarize collisions by community, and Figure 11.5 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2002 Quick Facts:

- The collision rate for all provincial highways is 0.93 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 3.55
  - of 250 to 4,999 is 1.06
  - under 250 is 0.51
- Regina and Saskatoon combined account for 39.3 per cent of the province's population and 45.8 per cent of the collisions.
- Regina recorded 7,210 collisions, 1,827 injuries and six deaths in 2002.
- Saskatoon recorded 8,559 collisions, 1,340 injuries and three deaths in 2002.
- Alcohol was a factor in 721 traffic collisions in Saskatchewan cities during 2002.
- The collision rates for all rural municipalities are 2.06 collisions per 100 people and 1.45 collisions per million vehicle kilometres.

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-01	Manitoba Border - Moosomin	19.9	3,302	24.01	14	5	0	19	0.79	6	0
1-02	Moosomin - Whitewood	46.9	2,744	46.95	20	2	0	22	0.47	3	0
1-03	Whitewood - Broadview	23.9	2,893	25.18	16	6	2	24	0.95	16	2
1-04	Broadview - Grenfell	24.8	3,378	30.61	11	5	1	17	0.56	7	1
1-05	Grenfell - Indian Head	57.2	3,457	72.19	19	8	2	29	0.40	16	2
1-06	Indian Head - Qu'Appelle	13.8	4,481	22.62	5	3	0	8	0.35	6	0
1-07	Qu'Appelle - Balgonie	30.2	5,135	56.66	22	6	0	28	0.49	11	0
1-08	Balgonie - Regina	21.1	15,048	115.78	44	12	0	56	0.48	20	0
1-09	Regina Bypass	7.7	24,910	69.92	3	1	0	4	0.06	3	0
1-10	Regina - Jct Hwy 39	56.6	9,162	189.14	52	20	1	73	0.39	28	1
1-11	Jct Hwy 39- Moose Jaw	4.8	8,973	15.75	4	4	0	8	0.51	6	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	5,809	11.75	8	3	0	11	0.94	6	0
1-13	N Jct Hwy 2 - Mortlach	45.3	4,500	74.39	43	14	2	59	0.79	24	5
1-14	Mortlach - Chaplin	36.0	3,692	48.54	13	10	0	23	0.47	13	0
1-15	Chaplin - W Jct Hwy 19	25.6	3,485	32.54	13	5	0	18	0.55	13	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	3,927	46.78	19	6	0	25	0.53	7	0
1-17	Rush Lake - Swift Current	30.6	4,485	50.01	28	7	0	35	0.70	11	0
1-18	Swift Current - Jct Hwy 32	9.3	6,536	22.11	10	5	0	15	0.68	5	0
1-19	Jct Hwy 32 - Gull Lake	46.3	4,358	73.66	23	17	0	40	0.54	28	0
1-20	Gull Lake - Sidewood	34.3	3,481	43.52	22	5	0	27	0.62	8	0
1-21	Sidewood - Maple Creek	38.9	3,991	56.59	20	6	1	27	0.48	12	1
1-22	Maple Creek - Alberta Border	39.6	3,697	53.45	20	4	1	25	0.47	6	1
	Subtotal - Hwy 1	**650.8**		**1182.17**	**429**	**154**	**10**	**593**	**0.50**	**255**	**13**
2-01	U.S. Border - Rockglen	49.3	166	2.99	5	1	0	6	2.01	1	0
2-02	Rockglen - Assiniboia	53.5	529	10.34	5	2	0	7	0.68	3	0
2-03	Assiniboia - Jct Hwy 43	27.7	917	9.27	8	3	0	11	1.19	5	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	925	14.98	15	2	1	18	1.20	3	1
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,472	14.46	13	3	0	16	1.11	9	0
2-06	Moose Jaw S - Moose Jaw N	6.9	2,876	7.21	3	1	0	4	0.55	1	0
2-07	Moose Jaw N - Tuxford	17.9	2,733	17.84	3	6	0	9	0.50	10	0
2-08	Tuxford - Chamberlain	33.3	1,285	15.60	8	2	0	10	0.64	3	0
2-09	Findlater - Liberty	33.6	380	4.66	5	2	0	7	1.50	2	0
2-10	Liberty - Imperial	29.3	523	5.59	6	0	0	6	1.07	0	0
2-11	Imperial - Watrous	36.0	932	12.23	10	1	0	11	0.90	2	0
2-12	Watrous - Young	23.1	1,018	8.56	13	1	0	14	1.63	3	0
2-13	Young - Jct Hwy 16	22.0	847	6.79	3	3	0	6	0.88	3	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	407	2.96	3	1	0	4	1.35	1	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	766	6.04	7	1	0	8	1.32	2	0
2-16	Jct Hwy 27 - Wakaw	35.3	736	9.47	4	3	0	7	0.74	5	0
2-17	Wakaw - St. Louis	32.9	988	11.85	7	3	0	10	0.84	3	0
2-18	St. Louis - Prince Albert	26.3	1,429	13.70	17	1	1	19	1.39	1	1
2-19	Prince Albert S - Jct Hwy 55	4.4	6,075	9.73	1	2	0	3	0.31	2	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	4,023	54.61	30	10	0	40	0.73	12	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1,133	15.31	6	1	0	7	0.46	1	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	659	10.99	7	1	1	9	0.82	3	1
2-23	Weyakwin Lake - Jct Hwy 165	85.7	621	19.43	6	2	0	8	0.41	2	0
2-24	Jct Hwy 165 - La Ronge	32.4	844	9.98	14	4	0	18	1.80	5	0
	Subtotal - Hwy 2	**782.0**		**294.59**	**199**	**56**	**3**	**258**	**0.88**	**82**	**3**
3-01	Manitoba Border - Erwood	35.4	174	2.25	1	0	0	1	0.45	0	0
3-02	Erwood - Hudson Bay	14.1	529	2.71	6	0	0	6	2.21	0	0
3-03	Hudson Bay - Prairie River	40.9	678	10.12	23	2	0	25	2.47	3	0
3-04	Prairie River - S Jct Hwy 23	53.3	589	11.46	11	2	0	13	1.13	4	0

Traffic Collision Statistics - Section 11

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-05	S Jct Hwy 23 - Tisdale	21.4	1,856	14.50	4	1	0	5	0.34	1	0
3-06	Tisdale - Melfort	36.7	2,130	28.56	13	6	0	19	0.67	7	0
3-07	Melfort - Kinistino	29.1	1,585	16.85	5	1	1	7	0.42	1	1
3-08	Kinistino - Birch Hills	27.3	1,574	15.68	3	1	1	5	0.32	4	3
3-09	Birch Hills - Prince Albert	34.5	2,881	36.30	10	2	0	12	0.33	2	0
3-11	Prince Albert - Shellbrook	43.1	3,544	55.74	25	5	1	31	0.56	8	1
3-12	Shellbrook - Cameo	10.3	1,408	5.28	3	0	0	3	0.57	0	0
3-13	Cameo - Shell Lake	46.6	711	12.09	14	2	0	16	1.32	5	0
3-14	Shell Lake - Spiritwood	24.6	887	7.97	9	0	0	9	1.13	0	0
3-15	Spiritwood - Glaslyn	55.5	590	11.96	25	2	0	27	2.26	4	0
3-16	Glaslyn - Turtleford	45.6	533	8.88	10	2	0	12	1.35	2	0
3-17	Jct Hwy 26 - N Sask. River	30.0	904	9.91	5	2	0	7	0.71	2	0
3-18	N Sask. River - Alberta Border	26.4	1,109	10.69	7	5	0	12	1.12	5	0
	Subtotal - Hwy 3	**574.9**		**260.94**	**174**	**33**	**3**	**210**	**0.80**	**48**	**5**
4-01	U.S. Border - Val Marie	31.3	137	1.56	1	0	0	1	0.64	0	0
4-02	Val Marie - Cadillac	54.7	241	4.81	7	0	0	7	1.46	0	0
4-03	Cadillac - Jct Hwy 43	26.3	622	5.97	4	1	0	5	0.84	1	0
4-04	Jct Hwy 43 - Swift Current	38.8	1,671	23.65	18	6	0	24	1.01	8	0
4-05	Swift Current - Sask. Landing	48.1	1,481	25.97	24	3	0	27	1.04	4	0
4-06	Sask. Landing - Sanctuary	41.7	986	15.00	18	1	0	19	1.27	1	0
4-07	Sanctuary - Elrose	23.5	837	7.19	5	1	0	6	0.83	2	0
4-08	Elrose - Rosetown	37.8	1,374	18.97	12	1	1	14	0.74	2	2
4-09	Rosetown - Jct Hwy 31	11.7	1,676	7.18	8	0	0	8	1.11	0	0
4-10	Jct Hwy 31 - Biggar	46.8	693	11.83	7	2	0	9	0.76	4	0
4-11	Biggar - Struan Grid	34.3	505	6.32	7	0	0	7	1.11	0	0
4-12	Struan Grid - Red Pheasant	20.9	422	3.21	1	0	0	1	0.31	0	0
4-13	Red Pheasant - Battleford	35.7	1,511	19.66	15	4	1	20	1.02	4	1
4-14	Battleford - Jct Hwy 26	21.1	5,457	42.09	16	6	0	22	0.52	13	0
4-15	Jct Hwy 26 - Cochin	17.3	1,980	12.47	3	1	1	5	0.40	4	1
4-16	Cochin - Glaslyn	29.6	1,340	14.46	15	1	0	16	1.11	1	0
4-17	Glaslyn - Meadow Lake	89.2	894	29.09	30	2	0	32	1.10	2	0
4-18	Meadow Lake - Jct Hwy 104	30.5	617	6.87	6	2	0	8	1.16	2	0
	Subtotal - Hwy 4	**639.0**		**256.30**	**197**	**31**	**3**	**231**	**0.90**	**48**	**4**
5-01	Togo - Kamsack	33.4	381	4.65	4	0	0	4	0.86	0	0
5-02	Kamsack - Canora	37.0	1,080	14.60	9	2	0	11	0.75	2	0
5-03	Canora - Invermay	54.7	652	13.01	8	1	0	9	0.69	4	0
5-04	Invermay - Wadena	46.5	689	11.69	6	2	0	8	0.68	4	0
5-05	Wadena - Watson	53.6	947	18.54	14	2	0	16	0.86	8	0
5-06	Watson - Humboldt	41.2	2,099	31.59	16	3	0	19	0.60	3	0
5-07	Humboldt - N Jct Hwy 2	43.2	2,003	31.61	14	6	0	20	0.63	8	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	1,894	28.21	18	2	0	20	0.71	7	0
5-09	Patience Lake - Saskatoon	11.4	2,926	12.16	9	3	0	12	0.99	3	0
5-10	College Drive in Saskatoon	5.6	8,077	16.45	1	0	0	1	0.06	0	0
	Subtotal - Hwy 5	**367.5**		**182.50**	**99**	**21**	**0**	**120**	**0.66**	**39**	**0**
6-01	U.S. Border - Jct Hwy 18	16.4	331	1.98	1	1	0	2	1.01	2	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.6	463	9.40	9	3	0	12	1.28	3	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	619	9.79	11	1	0	12	1.23	1	0
6-04	S Jct Hwy 39 - Regina South	38.1	3,455	48.03	15	4	1	20	0.42	12	1
6-05	Regina South - Regina North	2.4	10,350	9.18	6	0	0	6	0.65	0	0
6-06	Regina North - Piapot I.R.	26.4	2,845	27.37	13	5	0	18	0.66	6	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-07	Piapot I.R. - Southey	24.2	1,900	16.80	13	4	1	**18**	**1.07**	8	1
6-08	Southey - Raymore	54.1	1,194	23.59	11	4	1	**16**	**0.68**	11	1
6-09	Raymore - Dafoe	38.0	858	11.91	11	1	0	**12**	**1.01**	1	0
6-10	Dafoe - Watson	43.0	1,038	16.30	8	3	0	**11**	**0.67**	7	0
6-11	Watson - Naicam	32.8	1,172	14.04	11	5	0	**16**	**1.14**	6	0
6-12	Naicam - Silver Park	26.6	1,077	10.44	14	4	0	**18**	**1.72**	6	0
6-13	Silver Park - Melfort	25.2	1,451	13.33	6	2	0	**8**	**0.60**	4	0
6-14	Melfort - Gronlid	32.6	829	9.86	10	0	0	**10**	**1.01**	0	0
6-15	Gronlid - Choiceland	43.3	265	4.18	7	0	0	**7**	**1.67**	0	0
	Subtotal - Hwy 6	**502.1**		**226.22**	**146**	**37**	**3**	**186**	**0.82**	**67**	**3**
7-01	Saskatoon - Jct Hwy 60	6.3	7,983	18.21	10	6	0	**16**	**0.88**	12	0
7-02	Jct Hwy 60 - Delisle	30.4	4,783	53.12	24	1	0	**25**	**0.47**	3	0
7-03	Delisle - Harris	37.9	2,603	35.96	16	4	0	**20**	**0.56**	5	0
7-04	Harris - Rosetown	36.4	2,904	38.55	27	4	1	**32**	**0.83**	8	2
7-05	Rosetown - Brock	52.4	2,063	39.44	21	2	0	**23**	**0.58**	4	0
7-06	Brock - Kindersley	31.0	2,366	26.81	15	2	0	**17**	**0.63**	2	0
7-07	Kindersley - Jct Hwy 307	21.2	2,188	16.91	10	2	0	**12**	**0.71**	6	0
7-08	Jct Hwy 307 - Alsask	40.0	1,766	25.81	11	2	0	**13**	**0.50**	2	0
	Subtotal - Hwy 7	**255.5**		**254.82**	**134**	**23**	**1**	**158**	**0.62**	**42**	**2**
8-01	U.S. Border - Carievale	19.9	243	1.76	4	0	0	**4**	**2.27**	0	0
8-02	Carievale - Redvers	45.6	302	5.03	10	1	0	**11**	**2.19**	1	0
8-03	Redvers - Fairlight	34.0	266	3.30	0	0	0	**0**	**0.00**	0	0
8-04	Fairlight - Moosomin	29.9	459	5.01	8	1	1	**10**	**1.99**	3	1
8-05	Moosomin - Qu'Appelle River	40.5	681	10.07	19	0	2	**21**	**2.09**	0	2
8-06	Qu'Appelle River - Langenburg	41.9	543	8.30	4	0	0	**4**	**0.48**	0	0
8-07	Langenburg - Wroxton	46.9	145	2.48	0	0	0	**0**	**0.00**	0	0
8-08	Wroxton - Kamsack	39.5	399	5.75	3	1	0	**4**	**0.70**	1	0
8-09	Kamsack - Pelly	32.3	1,174	13.85	8	4	1	**13**	**0.94**	10	1
8-10	Pelly - Norquay	41.4	197	2.98	3	4	0	**7**	**2.35**	4	0
	Subtotal - Hwy 8	**372.0**		**58.54**	**59**	**11**	**4**	**74**	**1.26**	**19**	**4**
9-01	U.S. Border - Jct Hwy 18	26.8	256	2.50	1	0	0	**1**	**0.40**	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,102	18.86	10	4	0	**14**	**0.74**	4	0
9-03	Carlyle - Jct Hwy 48	43.5	1,303	20.67	18	2	0	**20**	**0.97**	3	0
9-04	Jct Hwy 48 - Whitewood	36.5	626	8.33	9	1	0	**10**	**1.20**	3	0
9-05	Whitewood - Qu'Appelle River	19.6	693	4.95	3	0	0	**3**	**0.61**	0	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	811	10.80	10	0	0	**10**	**0.93**	0	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	847	6.58	5	0	0	**5**	**0.76**	0	0
9-08	Jct Hwy 15 - Yorkton	33.4	1,175	14.34	14	10	1	**25**	**1.74**	25	1
9-09	Yorkton - Canora	46.2	2,898	48.90	35	8	1	**44**	**0.90**	15	1
9-10	Canora - Jct Hwy 49	27.7	1,268	12.80	8	3	0	**11**	**0.86**	7	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,046	7.62	4	1	0	**5**	**0.66**	1	0
9-12	Preeceville - Usherville	31.0	514	5.81	10	0	0	**10**	**1.72**	0	0
9-13	Usherville - Bertwell	42.5	181	2.81	6	0	0	**6**	**2.14**	0	0
9-14	Bertwell - Hudson Bay	38.6	533	7.51	10	2	0	**12**	**1.60**	3	0
9-15	Hudson Bay - Manitoba Border	123.1	90	4.04	9	3	0	**12**	**2.97**	7	0
	Subtotal - Hwy 9	**593.5**		**176.54**	**152**	**34**	**2**	**188**	**1.06**	**68**	**2**
10-01	Manitoba Border - Wroxton	25.0	741	6.75	6	1	0	**7**	**1.04**	1	0
10-02	Wroxton - Yorkton	38.3	1,473	20.59	20	4	0	**24**	**1.17**	5	0
10-03	Yorkton - Melville	41.9	2,696	41.21	18	10	0	**28**	**0.68**	16	0

Traffic Collision Statistics - Section 11

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
10-04	Melville - Jct Hwy 22	46.2	1,897	31.96	10	4	0	14	0.44	7	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	26.0	2,603	24.72	15	2	0	17	0.69	2	0
10-06	Fort Qu'Appelle - Balgonie	46.5	3,696	62.72	24	14	2	40	0.64	25	3
	Subtotal - Hwy 10	**223.8**		**187.95**	**93**	**35**	**2**	**130**	**0.69**	**56**	**3**
11-01	Regina - Lumsden	25.9	10,066	95.20	50	4	0	54	0.57	4	0
11-02	Lumsden - Bethune	25.9	4,935	46.73	18	0	0	18	0.39	0	0
11-03	Bethune - E Jct Hwy 2	19.2	3,907	27.42	10	5	0	15	0.55	5	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	3,676	33.09	23	3	0	26	0.79	3	0
11-05	Aylesbury - Davidson	45.4	3,937	65.17	18	6	0	24	0.37	13	0
11-06	Davidson - Kenaston	32.1	4,101	48.00	8	1	0	9	0.19	3	0
11-07	Kenaston - Dundurn	38.9	4,621	65.63	16	5	0	21	0.32	5	0
11-08	Dundurn - Saskatoon	32.3	6,074	71.57	41	11	0	52	0.73	18	0
11-10	Saskatoon - Warman	18.1	9,635	63.55	19	8	0	27	0.42	13	0
11-11	Warman - Rosthern	43.2	4,545	71.63	35	12	1	48	0.67	21	1
11-12	Rosthern - Duck Lake	18.1	3,453	22.84	4	0	0	4	0.18	0	0
11-13	Duck Lake - Prince Albert	49.0	3,081	55.07	23	4	0	27	0.49	14	0
	Subtotal - Hwy 11	**372.7**		**665.88**	**265**	**59**	**1**	**325**	**0.49**	**99**	**1**
12-01	Jct Hwy 11 - Hepburn	36.4	4,293	56.97	34	8	0	42	0.74	22	0
12-02	Hepburn - Blaine Lake	38.2	1,348	18.80	11	1	0	12	0.64	2	0
12-03	Blaine Lake - Big Grass Lake	39.1	451	6.44	6	1	0	7	1.09	1	0
12-04	Big Grass Lake - Shell Lake	21.0	446	3.42	6	0	0	6	1.75	0	0
	Subtotal - Hwy 12	**134.7**		**85.64**	**57**	**10**	**0**	**67**	**0.78**	**25**	**0**
13-01	Manitoba Border - Redvers	19.7	660	4.75	5	0	0	5	1.05	0	0
13-02	Redvers - Carlyle	42.3	1,033	15.96	10	2	0	12	0.75	4	0
13-03	Carlyle - Stoughton	54.5	1,302	25.89	22	4	1	27	1.04	7	1
13-04	Stoughton - Griffin	31.0	723	8.18	15	1	0	16	1.96	1	0
13-05	Griffin - Weyburn	27.6	1,032	10.39	7	1	0	8	0.77	1	0
13-06	Weyburn - Jct Hwy 28	31.1	859	9.74	17	1	0	18	1.85	1	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	629	5.24	1	0	0	1	0.19	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	609	8.84	9	1	0	10	1.13	1	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	315	3.52	2	0	0	2	0.57	0	0
13-10	Jct Hwy 36 - Assiniboia	36.5	568	7.56	7	3	0	10	1.32	5	0
13-11	Assiniboia - Lafleche	42.6	651	10.13	11	1	0	12	1.18	1	0
13-12	Lafleche - Kincaid	32.3	556	6.55	7	0	0	7	1.07	0	0
13-13	Kincaid - Cadillac	54.9	425	8.52	8	2	0	10	1.17	3	0
13-14	Cadillac - Jct Hwy 37	49.5	296	5.35	4	0	0	4	0.75	0	0
13-15	Shaunavon - Eastend	34.3	473	5.93	7	0	0	7	1.18	0	0
13-16	Eastend - E Jct Hwy 21	52.5	236	4.52	7	0	0	7	1.55	0	0
13-17	E Jct Hwy 21 - Govanlock	44.1	168	2.70	1	1	0	2	0.74	1	0
13-18	Govanlock - Alberta Border	14.5	55	0.29	1	0	0	1	3.43	0	0
	Subtotal - Hwy 13	**660.6**		**144.06**	**141**	**17**	**1**	**159**	**1.10**	**25**	**1**
14-12	Saskatoon - Asquith	34.1	2,681	33.33	28	1	0	29	0.87	5	0
14-13	Asquith - Perdue	22.7	1,678	13.90	11	1	1	13	0.94	3	2
14-14	Perdue - Biggar	31.6	1,577	18.18	14	2	0	16	0.88	3	0
14-15	Biggar - Landis	35.6	726	9.43	3	1	1	5	0.53	1	1
14-16	Landis - Wilkie	31.5	839	9.64	4	0	0	4	0.41	0	0
14-17	Wilkie - Unity	30.3	1,364	15.07	9	1	0	10	0.66	1	0
14-18	Unity - Salvador Grid	29.2	1,126	12.00	6	0	0	6	0.50	0	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
14-19	Salvador Grid - Alberta Border	33.8	1,048	12.93	5	1	0	6	0.46	1	0
	Subtotal - Hwy 14	**248.7**		**124.47**	**80**	**7**	**2**	**89**	**0.72**	**14**	**3**
15-02	Bredenbury - Jct Hwy 9	32.9	259	3.11	2	1	0	3	0.96	1	0
15-03	Jct Hwy 9 - Melville	22.5	630	5.18	5	0	0	5	0.97	0	0
15-04	Melville - Jct Hwy 52	58.7	555	11.89	5	1	0	6	0.50	2	0
15-05	Jct Hwy 52 - Leross	26.5	562	5.43	4	2	1	7	1.29	4	1
15-06	Leross - Raymore	51.9	612	11.59	12	1	0	13	1.12	1	0
15-07	Raymore - S Jct Hwy 20	32.7	329	3.93	4	1	0	5	1.27	1	0
15-08	Nokomis - Jct Hwy 2	31.0	234	2.65	3	1	0	4	1.51	2	0
15-09	Jct Hwy 2 - Kenaston	56.6	300	6.20	3	0	0	3	0.48	0	0
15-10	Kenaston - Jct Hwy 19	22.8	691	5.75	2	0	0	2	0.35	0	0
15-11	Jct Hwy 19 - Outlook	34.5	1,020	12.86	10	1	0	11	0.86	1	0
15-12	Outlook - Milden	27.8	974	9.89	2	1	0	3	0.30	2	0
15-13	Milden - Rosetown	36.3	570	7.55	6	1	0	7	0.93	1	0
	Subtotal - Hwy 15	**434.2**		**86.02**	**58**	**10**	**1**	**69**	**0.80**	**15**	**1**
16-11	Manitoba Border - Churchbridge	29.5	1,666	17.96	19	2	0	21	1.17	3	0
16-12	Churchbridge - Yorkton	52.7	2,364	45.45	29	4	0	33	0.73	6	0
16-13	Yorkton - Springside	22.0	2,830	22.76	7	0	0	7	0.31	0	0
16-14	Springside - Insinger	31.0	1,812	20.53	6	1	0	7	0.34	1	0
16-15	Insinger - Tuffnell	22.6	1,636	13.47	6	1	0	7	0.52	1	0
16-16	Tuffnell - Elfros	38.0	1,822	25.27	11	4	0	15	0.59	7	0
16-17	Elfros - Dafoe	49.0	2,326	41.59	26	3	0	29	0.70	5	0
16-18	Dafoe - Guernsey	41.4	2,168	32.74	19	2	0	21	0.64	4	0
16-19	Guernsey - Jct Hwy 2	44.7	2,042	33.33	17	4	0	21	0.63	6	0
16-20	Jct Hwy 2 - Saskatoon	63.5	3,970	92.00	30	7	1	38	0.41	9	1
16-23	Jct Hwy 11 - North Sask. River	41.3	6,727	101.31	25	8	0	33	0.33	11	0
16-24	North Sask. River - Radisson	19.3	4,890	34.38	23	5	0	28	0.81	7	0
16-25	Radisson - Denholm	48.4	5,099	90.10	17	2	0	19	0.21	2	0
16-26	Denholm - North Battleford	23.4	5,233	44.70	8	4	0	12	0.27	4	0
16-27	North Battleford - Bresaylor	41.5	3,531	53.45	15	6	1	22	0.41	12	1
16-28	Bresaylor - Maidstone	38.9	3,478	49.42	4	3	0	7	0.14	6	0
16-29	Maidstone - Marshall	36.8	4,787	64.23	18	13	0	31	0.48	25	0
16-30	Marshall - Lloydminster	17.4	6,873	43.75	17	6	0	23	0.53	7	0
	Subtotal - Hwy 16	**661.4**		**826.44**	**297**	**75**	**2**	**374**	**0.45**	**116**	**2**
17-03	Macklin - Alberta Border	57.0	749	15.59	0	0	0	0	0.00	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	1,786	15.79	1	2	0	3	0.19	2	0
17-05	Alberta Border - Lloydminster	23.0	2,762	23.17	5	2	0	7	0.30	2	0
17-06	Lloydminster - Jct Hwy 3	24.7	3,325	29.96	5	1	0	6	0.20	1	0
17-07	Jct Hwy 3 - N Sask. River	10.7	938	3.66	0	0	0	0	0.00	0	0
17-08	N Sask. River - Onion Lake	12.7	1,276	5.90	1	0	0	1	0.17	0	0
	Subtotal - Hwy 17	**152.3**		**94.07**	**12**	**5**	**0**	**17**	**0.18**	**5**	**0**
18-01	Manitoba Border - Carievale	19.6	618	4.41	3	1	0	4	0.91	1	0
18-02	Carievale - Jct Hwy 9	48.1	1,301	22.82	45	3	1	49	2.15	3	1
18-03	Jct Hwy 9 - Bienfait	44.1	1,492	24.02	19	2	0	21	0.87	2	0
18-04	Estevan - Torquay	38.3	591	8.25	12	2	0	14	1.70	2	0
18-05	Torquay - Oungre	22.8	336	2.79	2	0	0	2	0.72	0	0
18-06	Oungre - Lake Alma	29.3	287	3.07	4	0	0	4	1.31	0	0
18-07	Lake Alma - N Jct Hwy 6	28.0	206	2.10	2	0	0	2	0.95	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	98	1.73	3	0	0	3	1.74	0	0

Traffic Collision Statistics - Section 11

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
18-09	Big Beaver - E Jct Hwy 36	19.9	279	2.03	4	0	0	4	1.97	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	254	2.20	3	0	0	3	1.36	0	0
18-11	Rockglen - Wood Mountain	32.1	75	0.88	3	0	0	3	3.42	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	174	3.33	13	0	1	14	4.21	1	1
18-13	Jct Hwy 19 - Ponteix Grid	37.0	189	2.55	4	0	0	4	1.57	0	0
18-14	Ponteix Grid - Val Marie	35.7	81	1.05	1	0	0	1	0.95	0	0
18-15	S Jct Hwy 4 - Climax	42.2	161	2.48	3	1	0	4	1.61	1	0
18-16	Climax - Divide	65.7	154	3.69	8	1	0	9	2.44	3	0
18-17	Divide - Robsart	31.0	91	1.03	1	0	0	1	0.97	0	0
	Subtotal - Hwy 18	**617.9**		**88.43**	**130**	**10**	**2**	**142**	**1.61**	**13**	**2**
19-01	Jct Hwy 18 - Kincaid	26.3	251	2.41	3	0	0	3	1.25	0	0
19-02	Kincaid - S Jct Hwy 43	24.8	123	1.11	3	0	0	3	2.69	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	317	6.95	11	0	0	11	1.58	0	0
19-04	Chaplin - Central Butte	43.4	287	4.54	5	0	0	5	1.10	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	206	3.05	12	1	0	13	4.26	1	0
19-06	Elbow - Jct Hwy 19	42.2	442	6.80	4	2	0	6	0.88	2	0
	Subtotal - Hwy 19	**237.3**		**24.87**	**38**	**3**	**0**	**41**	**1.65**	**3**	**0**
20-01	Lumsden - Jct Hwy 22	36.6	1,220	16.28	17	1	0	18	1.11	2	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	539	10.88	19	3	0	22	2.02	5	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	466	8.09	13	1	0	14	1.73	1	0
20-04	W Jct Hwy 16 - Humboldt	37.3	794	10.80	8	2	1	11	1.02	5	1
20-05	Humboldt - Pilger	33.5	653	7.99	6	1	0	7	0.88	1	0
20-06	Pilger - Crystal Springs	44.9	265	4.35	4	0	0	4	0.92	0	0
20-07	Crystal Springs - Jct Hwy 3	22.6	320	2.64	5	1	0	6	2.27	1	0
	Subtotal - Hwy 20	**277.8**		**61.02**	**72**	**9**	**1**	**82**	**1.34**	**15**	**1**
21-01	U.S. Border - Govenlock	29.5	51	0.55	0	0	0	0	0.00	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	304	3.81	2	3	1	6	1.57	4	1
21-04	Cypress Hills - Maple Creek	27.5	575	5.77	15	1	0	16	2.77	2	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,889	5.70	5	0	0	5	0.88	0	0
21-06	Jct Hwy 1 - Fox Valley	52.8	466	8.98	7	4	0	11	1.23	7	0
21-07	Fox Valley - Leader	50.1	469	8.58	6	2	0	8	0.93	2	0
21-08	Leader - Eatonia	41.1	437	6.55	18	0	0	18	2.75	0	0
21-09	Glidden - Kindersley	26.2	944	9.02	1	0	0	1	0.11	0	0
21-10	Kindersley - Jct Hwy 31	36.0	1,359	17.86	4	3	0	7	0.39	3	0
21-11	Jct Hwy 31 - Kerrobert	13.6	980	4.86	1	0	0	1	0.21	0	0
21-12	Kerrobert - Unity	59.3	494	10.69	5	0	0	5	0.47	0	0
21-13	Unity - E Jct Hwy 40	35.7	449	5.85	3	2	0	5	0.85	2	0
21-14	W Jct Hwy 40 - Maidstone	37.8	272	3.75	3	0	0	3	0.80	0	0
21-15	Maidstone - E Jct Hwy 3	54.1	647	12.78	6	2	0	8	0.63	2	0
21-16	Paradise Hill - Peck Lake	36.7	194	2.60	4	0	0	4	1.54	0	0
21-17	Peck Lake - Ministikwan Lake	21.3	97	0.75	1	2	0	3	3.98	3	0
21-18	Ministikwan Lake - Pierceland	43.7	214	3.41	6	3	2	11	3.23	9	2
21-19	Pierceland - Northern Pine	22.2	120	0.97	7	1	0	8	8.21	4	0
	Subtotal - Hwy 21	**650.0**		**112.48**	**94**	**23**	**3**	**120**	**1.07**	**38**	**3**
22-01	Man. Border - S Jct Hwy 8	13.1	115	0.55	1	1	0	2	3.64	1	0
22-02	S Jct Hwy 8 - Stockholm	40.8	916	13.64	15	2	0	17	1.25	2	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	269	2.42	3	1	1	5	2.07	1	1
22-04	Killaly - Jct Hwy 10	51.8	398	7.52	6	2	0	8	1.06	5	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
22-05	Lipton - Southey	50.9	539	10.01	4	2	0	6	0.60	3	0
22-06	Southey - Jct Hwy 20	26.6	333	3.23	11	1	0	12	3.71	1	0
	Subtotal - Hwy 22	**207.8**		**37.38**	**40**	**9**	**1**	**50**	**1.34**	**13**	**1**
23-01	Jct Hwy 9 - Somme	31.6		2.20	10	0	0	10	4.54	0	0
23-02	Somme - Chelan	30.2	567	6.26	21	2	0	23	3.68	4	0
23-03	Chelan - Crooked River	37.9	449	6.21	6	2	0	8	1.29	4	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	661	15.24	9	1	0	10	0.66	1	0
	Subtotal - Hwy 23	**162.9**		**29.91**	**46**	**5**	**0**	**51**	**1.71**	**9**	**0**
24-01	Spiritwood - Leoville	32.2	593	6.98	6	2	0	8	1.15	7	0
24-02	Leoville - Chitek Lake	25.3	516	4.77	10	0	0	10	2.10	0	0
	Subtotal - Hwy 24	**57.6**		**11.75**	**16**	**2**	**0**	**18**	**1.53**	**7**	**0**
25-01	Birch Hills - St. Louis	29.1	281	2.98	7	2	0	9	3.02	3	0
26-01	Jct Hwy 4 - Meota	15.5	1,027	5.79	0	0	0	0	0.00	0	0
26-02	Meota - Turtleford	54.2	921	18.21	13	3	0	16	0.88	5	0
26-03	Turtleford - N Jct Hwy 3	29.2	703	7.50	5	1	0	6	0.80	1	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	774	13.46	13	0	0	13	0.97	0	0
26-05	Loon Lake - Goodsoil	52.0	367	6.97	11	1	0	12	1.72	2	0
	Subtotal - Hwy 26	**198.5**		**51.94**	**42**	**5**	**0**	**47**	**0.90**	**8**	**0**
27-01	Jct Hwy 2 - Aberdeen	34.0	566	7.02	11	0	0	11	1.57	0	0
28-01	Lake Alma - Radville	39.8	186	2.70	7	1	0	8	2.96	2	0
28-02	Radville - Jct Hwy 13	20.1	494	3.62	4	1	0	5	1.38	1	0
	Subtotal - Hwy 28	**59.9**		**6.32**	**11**	**2**	**0**	**13**	**2.06**	**3**	**0**
29-01	Wilkie - Cloan Grid	23.1	912	7.70	5	0	0	5	0.65	0	0
29-02	Cloan Grid - Battleford	25.9	1,027	9.72	5	1	0	6	0.62	1	0
	Subtotal - Hwy 29	**49.1**		**17.42**	**10**	**1**	**0**	**11**	**0.63**	**1**	**0**
30-01	S Sask. River - Eston	22.6	277	2.29	1	0	0	1	0.44	0	0
30-02	Eston - Jct Hwy 7	37.0	207	2.79	0	2	0	2	0.72	2	0
	Subtotal - Hwy 30	**59.6**		**5.08**	**1**	**2**	**0**	**3**	**0.59**	**2**	**0**
31-01	Jct Hwy 4 - Plenty	58.2	242	5.14	7	0	0	7	1.36	0	0
31-02	Plenty - S Jct Hwy 21	35.8	293	3.83	3	0	0	3	0.78	0	0
31-03	Kerrobert - Salvador	37.7	475	6.53	5	0	0	5	0.77	0	0
31-04	Salvador - Macklin	37.8	766	10.57	4	0	0	4	0.38	0	0
	Subtotal - Hwy 31	**169.5**		**26.07**	**19**	**0**	**0**	**19**	**0.73**	**0**	**0**
32-01	Jct Hwy 1 - Success	22.9	1,200	10.04	3	2	0	5	0.50	3	0
32-02	Success - Cabri	33.6	713	8.75	8	0	0	8	0.91	0	0
32-03	Cabri - Lancer	38.9	411	5.83	6	3	0	9	1.54	6	0
32-04	Lancer - Leader	47.4	419	7.24	5	1	0	6	0.83	2	0
	Subtotal - Hwy 32	**142.8**		**31.87**	**22**	**6**	**0**	**28**	**0.88**	**11**	**0**
33-01	Stoughton - Fillmore	38.2	839	11.69	15	2	0	17	1.45	2	0
33-02	Fillmore - Francis	39.1	806	11.50	21	3	0	24	2.09	4	0
33-03	Francis - Kronau	38.4	1,456	20.40	5	2	0	7	0.34	2	0

Traffic Collision Statistics - Section 11

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		injured	Killed
33-04	Kronau - Regina	20.3	2,184	16.18	8	3	0	11	0.68	5	0
	Subtotal - Hwy 33	**135.9**		**59.77**	**49**	**10**	**0**	**59**	**0.99**	**13**	**0**
34-01	U.S. Border - Bengough	46.4	183	3.10	5	0	0	5	1.62	0	0
34-02	Bengough - Jct Hwy 13	16.3	360	2.15	4	1	0	5	2.33	1	0
	Subtotal - Hwy 34	**62.7**		**5.24**	**9**	**1**	**0**	**10**	**1.91**	**1**	**0**
35-01	U.S. Border - Oungre	16.2	200	1.18	0	0	0	0	0.00	0	0
35-02	Oungre - Colgate	28.5	432	4.49	6	0	0	6	1.34	0	0
35-03	Colgate - Weyburn	29.1	826	8.76	10	2	0	12	1.37	4	0
35-04	Weyburn - Francis	47.7	777	13.52	17	1	0	18	1.33	1	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	246	2.08	6	2	0	8	3.84	4	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	246	2.21	2	1	0	3	1.36	2	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	384	2.77	2	0	0	2	0.72	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,203	6.92	6	0	0	6	0.87	0	0
35-09	Lipton - Leross	43.2	615	9.70	6	6	0	12	1.24	8	0
35-10	Leross - Elfros	50.4	454	8.36	5	2	0	7	0.84	3	0
35-11	Elfros - Wadena	23.7	737	6.37	4	0	0	4	0.63	0	0
35-12	Wadena - Jct Hwy 49	21.7	1,022	8.10	5	1	0	6	0.74	4	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	626	10.60	10	2	0	12	1.13	3	0
35-14	Jct Hwy 349 - Tisdale	44.7	1,003	16.37	6	2	0	8	0.49	2	0
35-15	Tisdale - Jct Hwy 335	27.5	1,132	11.35	8	3	0	11	0.97	3	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,503	15.45	17	5	1	23	1.49	7	1
35-17	Jct Hwy 55 - Torch River	36.2	145	1.92	0	0	0	0	0.00	0	0
	Subtotal - Hwy 35	**526.7**		**130.14**	**110**	**27**	**1**	**138**	**1.06**	**41**	**1**
36-01	U.S. Border - W Jct Hwy 18	30.3	291	3.22	6	0	0	6	1.86	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	39.4	305	4.39	11	2	0	13	2.96	5	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	226	5.34	7	3	0	10	1.87	3	0
	Subtotal - Hwy 36	**134.5**		**12.95**	**24**	**5**	**0**	**29**	**2.24**	**8**	**0**
37-01	U.S. Border - Climax	23.0	148	1.24	2	0	0	2	1.61	0	0
37-02	Climax - Shaunavon	52.1	406	7.72	14	0	0	14	1.81	0	0
37-03	Shaunavon - Gull Lake	51.5	978	18.38	6	0	1	7	0.38	0	1
37-04	Gull Lake - W Jct Hwy 332	33.3	306	3.72	4	0	0	4	1.08	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	141	1.26	1	1	0	2	1.58	1	0
	Subtotal - Hwy 37	**184.5**		**32.33**	**27**	**1**	**1**	**29**	**0.90**	**1**	**1**
38-01	Kelvington - Perigord	22.3	532	4.33	3	2	0	5	1.16	2	0
38-02	Perigord - Chelan	34.4	287	3.60	19	2	0	21	5.83	2	0
38-05	Kuroki - Kelvington	31.4	220	2.52	4	0	0	4	1.58	0	0
	Subtotal - Hwy 38	**88.1**		**10.45**	**26**	**4**	**0**	**30**	**2.87**	**4**	**0**
39-01	U.S. Border - Bienfait	27.0	936	9.21	4	2	0	6	0.65	4	0
39-02	Bienfait - Estevan	9.5	4,845	16.87	16	4	0	20	1.19	4	0
39-03	Estevan - Midale	40.9	2,338	34.93	16	1	0	17	0.49	1	0
39-04	Midale - Weyburn	43.7	2,233	35.64	23	2	1	26	0.73	4	1
39-05	Weyburn - Yellow Grass	26.8	2,837	27.70	8	2	0	10	0.36	2	0
39-06	Yellow Grass - Corinne	44.6	2,362	38.46	16	3	0	19	0.49	3	0
39-07	Corinne - Pitman	34.2	1,027	12.81	6	3	0	9	0.70	3	0
39-08	Pitman - Jct Hwy 1	34.3	1,189	14.86	4	1	0	5	0.34	1	0
	Subtotal - Hwy 39	**261.0**		**190.49**	**93**	**18**	**1**	**112**	**0.59**	**22**	**1**

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,054	21.59	5	2	0	7	0.32	3	0
40-02	Blaine Lake - Hafford	36.0	534	7.02	5	0	0	5	0.71	0	0
40-03	Hafford - North Battleford	63.9	738	17.22	6	3	1	10	0.58	7	1
40-04	Battleford - E Jct Hwy 21	57.6	1,110	23.32	16	3	0	19	0.81	3	0
40-05	E Jct Hwy 21 - Neilburg	35.5	724	9.38	3	1	1	5	0.53	2	1
40-06	Neilburg - Alberta Border	25.4	1,146	10.61	6	3	0	9	0.85	4	0
	Subtotal - Hwy 40	**274.5**		**89.15**	**41**	**12**	**2**	**55**	**0.62**	**19**	**2**
41-01	Melfort - Jct Hwy 20	56.0	1,128	23.05	16	6	0	22	0.95	7	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,171	12.75	13	0	1	14	1.10	0	1
41-03	Wakaw - Aberdeen	51.3	1,757	32.89	20	0	0	20	0.61	0	0
41-04	Aberdeen - Jct Hwy 41	26.9	2,967	29.15	10	1	0	11	0.38	1	0
	Subtotal - Hwy 41	**164.0**		**97.84**	**59**	**7**	**1**	**67**	**0.68**	**8**	**1**
42-01	Tuxford - Keeler	25.0	522	4.76	4	1	0	5	1.05	1	0
42-02	Keeler - E Jct Hwy 19	42.4	367	5.67	5	4	0	9	1.59	7	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	289	4.08	4	0	1	5	1.23	0	1
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	185	2.55	4	1	0	5	1.96	1	0
42-05	Jct Hwy 342 - Milden	59.9	215	4.70	9	0	0	9	1.91	0	0
	Subtotal - Hwy 42	**203.6**		**21.76**	**26**	**6**	**1**	**33**	**1.52**	**9**	**1**
43-01	Jct Hwy 2 - Gravelbourg	37.9	498	6.89	5	0	0	5	0.73	0	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	426	4.50	3	2	0	5	1.11	6	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	248	5.34	14	0	0	14	2.62	0	0
	Subtotal - Hwy 43	**125.9**		**16.74**	**22**	**2**	**0**	**24**	**1.43**	**6**	**0**
44-02	Davidson - Loreburn	44.0	194	3.12	3	0	0	3	0.96	0	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	310	3.66	6	0	0	6	1.64	0	0
44-04	Jct Hwy 45 - Dinsmore	28.3	98	1.01	3	0	0	3	2.96	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	187	2.76	3	0	0	3	1.09	0	0
44-06	S Jct Hwy 4 - Eston	54.0	345	6.80	2	0	0	2	0.29	0	0
44-07	Eston - Glidden	33.2	302	3.65	4	3	0	7	1.92	3	0
44-08	Glidden - Mantario	44.9	325	5.33	4	3	0	7	1.31	6	0
44-09	Mantario - Alsask	33.6	225	2.76	3	1	0	4	1.45	1	0
	Subtotal - Hwy 44	**310.9**		**29.10**	**28**	**7**	**0**	**35**	**1.20**	**10**	**0**
45-01	Lucky Lake - Birsay	18.4	375	2.52	3	1	0	4	1.58	2	0
45-02	Birsay - Jct Hwy 44	18.9	408	2.81	2	0	0	2	0.71	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	507	5.04	3	0	1	4	0.79	0	1
45-04	W Jct Hwy 15 - Delisle	49.7	660	11.97	7	0	0	7	0.58	0	0
	Subtotal - Hwy 45	**114.2**		**22.34**	**15**	**1**	**1**	**17**	**0.76**	**2**	**1**
46-01	Balgonie - Regina	19.7	4,060	29.24	33	6	1	40	1.37	10	2
47-01	U.S. Border - Estevan	15.3	686	3.83	3	1	0	4	1.04	1	0
47-02	Estevan - Stoughton	57.7	1,117	23.50	19	1	0	20	0.85	1	0
47-03	Stoughton - Jct Hwy 48	56.2	281	5.77	5	2	0	7	1.21	2	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	85	0.82	0	0	0	0	0.00	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	435	6.34	3	0	1	4	0.63	1	1
47-06	S Jct Hwy 22 - Melville	22.8	893	7.43	1	2	0	3	0.40	2	0
47-07	Melville - Willowbrook	30.0	262	2.87	2	0	0	2	0.70	0	0
47-08	Willowbrook - Springside	19.1	283	1.97	2	0	0	2	1.02	0	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
47-09	Springside - Buchanan	42.2	256	3.94	2	1	0	3	0.76	1	0
47-10	Buchanan - Preeceville	33.8	272	3.36	2	1	0	3	0.89	1	0
	Subtotal - Hwy 47	**343.5**		**59.84**	**39**	**8**	**1**	**48**	**0.80**	**9**	**1**
48-01	Manitoba Border - Fairlight	19.0	238	1.65	2	0	0	2	1.21	0	0
48-02	Fairlight - S Jct Hwy 9	44.7	427	6.97	11	1	0	12	1.72	3	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	632	13.35	23	3	0	26	1.95	4	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	721	16.65	21	4	1	26	1.56	6	1
48-05	Jct Hwy 35 - White City	40.4	1,322	19.49	23	1	1	25	1.28	1	1
	Subtotal - Hwy 48	**225.3**		**58.11**	**80**	**9**	**2**	**91**	**1.57**	**14**	**2**
49-01	Manitoba Border - Pelly	25.4	415	3.85	9	3	0	12	3.12	3	0
49-02	Pelly - Stenen	33.8	680	8.38	8	1	0	9	1.07	2	0
49-03	Stenen - Okla	31.8	545	6.33	6	1	0	7	1.11	1	0
49-04	Okla - Kelvington	33.9	445	5.50	7	0	0	7	1.27	0	0
49-05	Kelvington - Jct Hwy 35	19.5	741	5.28	2	0	0	2	0.38	0	0
	Subtotal - Hwy 49	**144.4**		**29.34**	**32**	**5**	**0**	**37**	**1.26**	**6**	**0**
51-01	Biggar - Tramping Lake	62.6	384	8.78	15	1	0	16	1.82	2	0
51-02	Tramping Lake - Kerrobert	25.9	340	3.22	4	1	0	5	1.55	1	0
51-03	Kerrobert - Major	34.4	435	5.47	3	1	0	4	0.73	1	0
51-04	Major - Alberta Border	29.6	267	2.89	1	2	0	3	1.04	2	0
	Subtotal - Hwy 51	**152.7**		**20.36**	**23**	**5**	**0**	**28**	**1.38**	**6**	**0**
52-01	Yorkton - Willowbrook	21.6	849	6.69	9	0	0	9	1.35	0	0
52-02	Willowbrook - Jct Hwy 15	49.1	340	6.09	9	2	0	11	1.81	2	0
	Subtotal - Hwy 52	**70.7**		**12.78**	**18**	**2**	**0**	**20**	**1.57**	**2**	**0**
54-01	Jct Hwy 11 - Regina Beach	17.4	1,899	12.06	13	1	0	14	1.16	1	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	110	1.54	6	2	0	8	5.20	2	0
55-03	S of Pakwaw L. - W of Crack. R.	29.5	247	2.66	1	2	0	3	1.13	7	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	435	5.82	2	1	0	3	0.52	1	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,300	13.43	5	1	0	6	0.45	1	0
55-06	Nipawin - White Fox	12.2	1,765	7.87	9	2	0	11	1.40	2	0
55-07	White Fox - Smeaton	50.4	861	15.83	15	1	0	16	1.01	1	0
55-08	Smeaton - Meath Park	36.6	932	12.45	10	0	0	10	0.80	0	0
55-09	Meath Park - Prince Albert	41.4	2,674	40.45	25	3	0	28	0.69	4	0
55-10	Shellbrook - Debden	49.3	1,351	24.32	18	2	1	21	0.86	11	2
55-11	Debden - Big River	38.4	1,079	15.13	14	1	0	15	0.99	2	0
55-12	Big River - Jct Hwy 124	48.4	392	6.92	14	1	0	15	2.17	3	0
55-13	Jct 124 - Green Lake	28.0	350	3.58	8	1	0	9	2.52	1	0
55-14	Green Lake - Meadow Lake	48.1	1,020	17.91	18	5	0	23	1.28	7	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	692	17.03	15	4	0	19	1.12	4	0
55-16	Peerless - Alberta Border	52.1	667	12.68	37	3	0	40	3.15	4	0
	Subtotal - Hwy 55	**605.1**		**197.61**	**197**	**29**	**1**	**227**	**1.15**	**50**	**2**
56-01	Indian Head - Katepwa Lake	21.1	635	4.88	5	2	0	7	1.43	3	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	666	4.90	14	2	0	16	3.27	3	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	1,108	4.58	8	2	0	10	2.18	2	0
	Subtotal - Hwy 56	**52.5**		**14.36**	**27**	**6**	**0**	**33**	**2.30**	**8**	**0**
57-01	Manitoba Border - Jct Hwy 5	19.3	649	4.57	7	0	0	7	1.53	0	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
58-01	Jct Hwy 18 - Lafleche	35.6	239	3.11	0	0	0	0	0.00	0	0
58-02	Lafleche - Gravelbourg	19.7	680	4.88	4	0	0	4	0.82	0	0
58-03	Gravelbourg - Jct Hwy 363	31.8	206	2.39	0	1	0	1	0.42	4	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	104	1.37	2	0	0	2	1.46	0	0
	Subtotal - Hwy 58	**123.3**		**11.76**	**6**	**1**	**0**	**7**	**0.60**	**4**	**0**
60-01	Pike Lake - Saskatoon	23.9	1,372	11.97	19	2	0	21	1.75	2	0
80-01	Esterhazy - Churchbridge	31.4	561	6.43	0	0	0	0	0.00	0	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	219	2.82	4	3	0	7	2.48	5	0
	Subtotal - Hwy 80	**66.7**		**9.26**	**4**	**3**	**0**	**7**	**0.76**	**5**	**0**
99-10	Jct Hwy 6 - Craven	20.9	128	0.98	1	3	0	4	4.09	3	0
102-25	La Ronge - Sucker River	30.3	777	8.59	5	4	0	9	1.05	4	0
102-26	Sucker River - Otter Rapids	54.3	277	5.49	7	1	0	8	1.46	2	0
102-27	Otter Rapids - Island Lake Cr	52.0	165	3.13	1	1	0	2	0.64	1	0
102-28	Island Lake Cr - Waddy River Br	36.4	137	1.82	2	0	0	2	1.10	0	0
102-29	Waddy River Br - Southend	43.4	150	2.38	4	2	0	6	2.53	7	0
	Subtotal - Hwy 102	**216.4**		**21.41**	**19**	**8**	**0**	**27**	**1.26**	**14**	**0**
106-01	Smeaton - Jct Hwy 120	67.5	354	8.73	5	0	0	5	0.57	0	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	302	7.39	7	7	0	14	1.89	8	0
106-03	Jct Hwy 165 - Deschambault L.	82.1	318	9.52	4	3	0	7	0.74	3	0
106-04	Deschambault L. - Jct Hwy 135	40.6	304	4.50	0	1	0	1	0.22	1	0
106-05	Jct Hwy 135 - Flin Flon	68.0	397	9.85	8	2	0	10	1.01	2	0
	Subtotal - Hwy 106	**325.2**		**40.00**	**24**	**13**	**0**	**37**	**0.93**	**14**	**0**
120-01	Meath Park - Candle Lake	32.3	933	11.00	7	1	0	8	0.73	1	0
120-02	Candle Lake - Lower Fishing Lake	57.8	173	3.65	3	1	0	4	1.10	1	0
	Subtotal - Hwy 120	**90.1**		**14.65**	**10**	**2**	**0**	**12**	**0.82**	**2**	**0**
123-01	Jct Hwy 163 - Kennedy Creek	41.8	288	4.40	2	0	0	2	0.46	0	0
123-02	Kennedy Cr. - Cumberland House	91.4	104	3.47	6	2	0	8	2.31	2	0
	Subtotal - Hwy 123	**133.2**		**7.86**	**8**	**2**	**0**	**10**	**1.27**	**2**	**0**
135-01	Jct Hwy 106 - Pelican Narrows	51.6	253	4.76	4	2	0	6	1.26	2	0
135-02	Pelican Narrows - Sandy Bay	70.2	98	2.51	5	5	0	10	3.98	7	0
	Subtotal - Hwy 135	**121.8**		**7.27**	**9**	**7**	**0**	**16**	**2.20**	**9**	**0**
155-01	Green Lake - Jct Hwy 101	94.5	437	15.08	12	1	0	13	0.86	1	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	407	15.03	7	4	0	11	0.73	4	0
155-03	Buffalo Narrows - La Loche	105.3	295	11.34	16	5	0	21	1.85	7	0
	Subtotal - Hwy 155	**301.0**		**41.44**	**35**	**10**	**0**	**45**	**1.09**	**12**	**0**
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	111	3.86	2	2	1	5	1.29	10	1
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	160	3.25	3	2	0	5	1.54	5	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	93	1.90	1	2	0	3	1.58	2	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	273	6.58	7	1	0	8	1.22	1	0
	Subtotal - Hwy 165	**273.0**		**15.59**	**13**	**7**	**1**	**21**	**1.35**	**18**	**1**
167-01	Sturgeon Weir R. - Denare Beach	29.3	36	0.39	1	0	0	1	2.60	0	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
167-02	Denare Beach - Creighton	19.7	1,311	9.43	5	2	0	7	0.74	2	0
	Subtotal - Hwy 167	**49.0**		**9.81**	**6**	**2**	**0**	**8**	**0.82**	**2**	**0**
201-01	Broadview - Jct Hwy 247	19.2	379	2.66	4	2	0	6	2.26	4	0
202-01	Tuxford - Buffalo Pound Lake	19.1	376	2.62	1	0	0	1	0.38	0	0
204-01	Battlefords Provincial Park	5.2	200	0.38	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	570	0.87	1	0	0	1	1.15	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	659	1.73	10	0	0	10	5.77	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	595	2.63	2	0	0	2	0.76	0	0
	Subtotal - Hwy 210	**19.3**		**4.37**	**12**	**0**	**0**	**12**	**2.75**	**0**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	496	1.32	0	1	0	1	0.76	1	0
212-01	Duck Lake - Saskatchewan River	25.5	636	5.92	2	2	0	4	0.68	3	0
219-01	Danielson Provincial Park	1.6	130	0.08	1	0	0	1	12.93	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	219	1.94	0	1	0	1	0.51	1	0
219-03	Jct Hwy 15 - White Cap I.R.	38.0	523	7.26	6	3	0	9	1.24	3	0
219-04	White Cap I.R. - Saskatoon	32.5	1,339	15.87	14	3	0	17	1.07	4	0
	Subtotal - Hwy 219	**96.4**		**25.15**	**21**	**7**	**0**	**28**	**1.11**	**8**	**0**
220-01	Bulyea - Rowan's Ravine	22.5	157	1.29	1	0	0	1	0.77	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	290	0.43	1	0	0	1	2.34	0	0
224-01	Jct Hwy 4 - Goodsoil	47.2	92	1.58	2	4	0	6	3.79	8	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	339	4.55	2	0	0	2	0.44	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	255	1.54	1	0	0	1	0.65	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	250	0.60	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	**23.2**		**2.14**	**1**	**0**	**0**	**1**	**0.47**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	194	2.85	3	3	0	6	2.11	7	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	193	3.51	8	1	0	9	2.56	1	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	183	1.52	1	0	0	1	0.66	0	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	94	0.27	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	40	0.04	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**10.4**		**0.31**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - P.A. National Park	18.1	709	4.69	10	1	1	12	2.56	2	1
264-01	Jct Hwy 2 - Prince Albert	8.0	710	2.07	1	0	0	1	0.48	0	0
265-01	Jct Hwy 20 - Candle Lake	28.8	437	4.60	3	0	0	3	0.65	0	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
271-01	Maple Creek - Cypress Hills	43.6	183	2.91	2	1	0	3	1.03	2	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	120	0.42	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	**53.2**		**3.33**	**2**	**1**	**0**	**3**	**0.90**	**2**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	266	2.07	1	0	0	1	0.48	0	0
302-01	S Sask River - Prince Albert	38.4	428	6.00	5	2	0	7	1.17	4	0
302-02	Prince Albert - 30 Km West	26.9	555	5.45	3	0	0	3	0.55	0	0
	Subtotal - Hwy 302	**65.3**		**11.45**	**8**	**2**	**0**	**10**	**0.87**	**4**	**0**
303-01	Turtleford - Jct Hwy 21	23.0	690	5.78	10	1	0	11	1.90	1	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	767	12.78	6	4	0	10	0.78	6	0
	Subtotal - Hwy 303	**88.6**		**18.56**	**16**	**5**	**0**	**21**	**1.13**	**7**	**0**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	608	10.80	17	1	0	18	1.67	1	0
305-01	Warman - Jct Hwy 12	6.5	1,307	3.12	1	2	0	3	0.96	4	0
305-02	Jct Hwy 12 - Langham	20.6	621	4.68	4	1	0	5	1.07	1	0
	Subtotal - Hwy 305	**27.2**		**7.80**	**5**	**3**	**0**	**8**	**1.03**	**5**	**0**
306-01	Jct Hwy 35 - Riceton	39.0	66	0.94	2	0	0	2	2.13	0	0
306-02	Riceton - Jct Hwy 6	27.8	243	2.47	4	0	0	4	1.62	0	0
	Subtotal - Hwy 306	**66.8**		**3.41**	**6**	**0**	**0**	**6**	**1.76**	**0**	**0**
307-01	Jct Hwy 7 - Smiley	17.8	350	2.27	1	0	0	1	0.44	0	0
307-02	Smiley - Jct Hwy 21	29.3	397	4.24	3	0	0	3	0.71	0	0
	Subtotal - Hwy 307	**47.1**		**6.51**	**4**	**0**	**0**	**4**	**0.61**	**0**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	241	1.30	2	0	0	2	1.54	0	0
309-01	Ebenezer - Rhein	18.4	422	2.83	7	1	0	8	2.82	1	0
310-01	Balcarres - Ituna	43.3	388	6.13	8	2	0	10	1.63	2	0
310-03	Jct Hwy 52 - Foam Lake	50.9	166	3.07	0	1	0	1	0.33	2	0
310-04	Foam Lake - Kuroki	30.4	307	3.40	6	1	1	8	2.35	5	1
	Subtotal - Hwy 310	**124.5**		**12.61**	**14**	**4**	**1**	**19**	**1.51**	**9**	**1**
312-01	Wakaw - Rosthern	40.9	445	6.64	2	1	0	3	0.45	1	0
312-02	Rosthern - Jct Hwy 12	37.0	602	8.12	3	0	1	4	0.49	1	1
	Subtotal - Hwy 312	**77.9**		**14.76**	**5**	**1**	**1**	**7**	**0.47**	**2**	**1**
316-01	Clavet - Hwy 5	16.0	446	2.60	0	0	0	0		0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	305	5.23	0	2	0	2	0.38	3	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	260	4.23	2	1	0	3	0.71	1	0
	Subtotal - Hwy 317	**91.5**		**9.45**	**2**	**3**	**0**	**5**	**0.53**	**4**	**0**
319-01	Carnduff - Alida	27.8	410	4.15	4	2	0	6	1.44	4	0
320-01	Jct Hwy 20 - Domremy	26.3	121	1.16	1	0	0	1	0.86	0	0
321-01	Liebenthal - Alberta Border	33.2	378	4.57	4	1	0	5	1.09	1	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	323	3.45	5	3	0	8	2.32	6	0
324-01	Jct Hwy 378 - Mayfair	18.6	110	0.75	0	0	1	1	1.34	1	1
332-01	Jct Hwy 32 - Hazlet	43.9	264	4.23	3	0	0	3	0.71	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	103	2.35	6	1	0	7	2.98	1	0
334-02	Avonlea - Corinne	33.9	452	5.58	2	1	0	3	0.54	3	0
	Subtotal - Hwy 334	**96.3**		**7.93**	**8**	**2**	**0**	**10**	**1.26**	**4**	**0**
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	537	4.16	0	0	0	0	0.00	0	0
335-02	Jct Hwy 35 - Gronlid	29.4	485	5.20	5	2	0	7	1.35	2	0
	Subtotal - Hwy 335	**50.6**		**9.36**	**5**	**2**	**0**	**7**	**0.75**	**2**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	430	7.86	3	1	0	4	0.51	1	0
340-01	Radisson - Hafford	30.6	281	3.14	4	0	0	4	1.27	0	0
342-01	Jct Hwy 42 - Beechy	11.8	245	1.06	2	0	0	2	1.89	0	0
342-02	Beechy - Clearwater Lake	43.2	182	2.87	4	0	0	4	1.39	0	0
342-03	Clearwater Lake - Jct Hwy 4	7.5	242	0.66	2	0	0	2	3.03	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	171	1.95	0	0	0	0	0.00	0	0
342-05	Lacadena - Jct Hwy 44	29.7	102	1.11	0	0	0	0	0.00	0	0
	Subtotal - Hwy 342	**123.4**		**7.64**	**8**	**0**	**0**	**8**	**1.05**	**0**	**0**
343-01	Jct Hwy 4 - Simmie	32.9	128	1.54	2	1	0	3	1.95	1	0
349-10	Jct Hwy 38 - Archerwill	23.2	224	1.89	2	0	0	2	1.06	0	0
349-11	Jct Hwy 35 - Naicam	32.6	359	4.27	5	0	0	5	1.17	0	0
	Subtotal - Hwy 349	**55.7**		**6.16**	**7**	**0**	**0**	**7**	**1.14**	**0**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	92	0.55	3	1	0	4	7.29	1	0
354-01	Bethune - Dilke	20.6	224	1.69	3	1	1	5	2.96	3	1
355-01	Meath Park - Spruce Home	28.0	305	3.12	2	0	0	2	0.64	0	0
355-02	Spruce Home - 11 km West	17.4	634	4.03	4	4	0	8	1.99	7	0
	Subtotal - Hwy 355	**45.4**		**7.15**	**6**	**4**	**0**	**10**	**1.40**	**7**	**0**
357-01	Togo - Jct Hwy 8	20.4	116	0.86	1	1	0	2	2.32	1	0
358-01	Wood Mountain - Limerick	42.6	194	3.02	6	0	0	6	1.99	0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	84	0.58	0	0	0	0	0.00	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	124	2.16	3	1	0	4	1.85	1	0
361-13	Jct Hwy 9 - Jct Hwy 47	55.2	406	8.18	13	3	0	16	1.96	7	0
	Subtotal - Hwy 361	**121.7**		**10.92**	**16**	**4**	**0**	**20**	**1.83**	**8**	**0**
363-01	Moose Jaw - Courval	70.6	322	8.30	5	2	0	7	0.84	2	0
363-02	Courval - Hodgeville	57.5	111	2.33	3	0	0	3	1.29	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	209	5.33	8	1	0	9	1.69	1	0
	Subtotal - Hwy 363	**198.0**		**15.96**	**16**	**3**	**0**	**19**	**1.19**	**3**	**0**

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
364-01	Balgonie - Edgeley	37.3	516	7.02	7	2	0	9	1.28	2	0
365-01	Watrous - Plunkett	35.3	511	6.59	17	1	0	18	2.73	2	0
367-01	Eyebrow - Jct Hwy 19	23.8	175	1.52	2	0	0	2	1.32	0	0
368-01	Muenster - St. Brieux	56.5	474	9.78	7	4	0	11	1.12	7	0
368-02	St. Brieux - Beatty	33.4	460	5.60	4	2	0	6	1.07	3	0
	Subtotal - Hwy 368	**89.9**		**15.38**	**11**	**6**	**0**	**17**	**1.11**	**10**	**0**
369-01	Jct Hwy 10 - Togo	20.6	58	0.44	2	0	0	2	4.59	0	0
371-01	Fox Valley - Alberta Border	41.5	311	4.71	5	1	0	6	1.27	1	0
373-01	Jct Hwy 42 - Birsay	14.0	148	0.75	1	0	0	1	1.33	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	95	1.73	0	0	0	0	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	160	1.72	2	0	0	2	1.16	0	0
376-02	Arelee - Sonningdale	26.1	84	0.80	0	1	0	1	1.25	1	0
376-03	Sonningdale - Maymont	21.4	187	1.46	2	0	0	2	1.37	0	0
376-04	Maymont - Jct Hwy 40	18.0	120	0.79	0	0	0	0	0.00	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	54	0.51	1	0	0	1	1.96	0	0
	Subtotal - Hwy 376	**120.7**		**5.27**	**5**	**1**	**0**	**6**	**1.14**	**1**	**0**
377-01	Radville - Ceylon	22.9	297	2.48	2	0	0	2	0.81	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	291	7.12	12	3	0	15	2.11	6	0
378-02	Rabbit Lake - Spiritwood	41.6	272	4.13	6	2	0	8	1.94	3	0
	Subtotal - Hwy 378	**108.6**		**11.24**	**18**	**5**	**0**	**23**	**2.05**	**9**	**0**
379-01	McMahon - Wymark	18.4	158	1.06	0	0	0	0	0.00	0	0
381-01	MacNutt - Jct Hwy 8	24.6	78	0.70	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.4	761	3.45	2	2	0	4	1.16	3	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	259	4.75	6	1	0	7	1.47	1	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	188	3.79	3	4	1	8	2.11	12	1
903-03	Jct Hwy 965 - End	73.6	55	1.48	3	0	0	3	2.03	0	0
	Subtotal - Hwy 903	**179.2**		**10.02**	**12**	**5**	**1**	**18**	**1.80**	**13**	**1**
904-01	Jct Hwy 224 - Jct Hwy 903	73.4	67	1.79	3	1	0	4	2.23	1	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	55	1.36	0	0	0	0	0.00	0	0
905-02	Atwater L. Acc - Courtney L. Acc	80.8	40	1.18	4	1	0	5	4.24	1	0
905-03	Courtney L. Acc. - to W. Lodge	89.6	55	1.80	5	0	0	5	2.78	0	0
905-04	W. Lodge Access - Henday Lake	32.7	60	0.72	0	0	0	0	0.00	0	0
905-05	Points North - Hawk Rock River	77.3	40	1.13	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	40	1.56	0	0	0	0	0.00	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	1	0	0	1	0.93	0	0
905-08	Stony Rapids - Fond du Lac	64.0	20	0.47	0	0	0	0	0.00	0	0
	Subtotal - Hwy 905	**541.1**		**9.28**	**10**	**1**	**0**	**11**	**1.19**	**1**	**0**

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
907-01	Jct Hwy 165 - Burnoff Farm	35.0	58	0.74	0	0	0	0	0.00	0	0
908-01	Jct Hwy 155 - End	20.6	354	2.66	1	1	0	2	0.75	1	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	2	3	0	5	2.07	4	0
910-01	Jct Hwy 165 - End	29.1	110	1.17	1	0	0	1	0.86	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	110	1.17	4	2	0	6	5.14	2	0
912-01	Jct Hwy 106 - Jct Hwy 913	23.7	26	0.22	0	0	0	0	0.00	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.27	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	12	0.15	0	1	0	1	6.56	2	0
	Subtotal - Hwy 913	**102.0**		**0.42**	**0**	**1**	**0**	**1**	**2.37**	**2**	**0**
913-01	Jct Hwy 120 - Jct Hwy 912	42.0	48	0.74	0	0	0	0	0.00	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	32	0.28	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**66.3**		**1.02**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	106	1.93	1	2	0	3	1.55	3	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	40	0.37	1	0	0	1	2.71	0	0
914-03	Churchill River - Key Lake	195.3	30	2.14	1	0	0	1	0.47	0	0
	Subtotal - Hwy 914	**270.5**		**4.44**	**3**	**2**	**0**	**5**	**1.13**	**3**	**0**
915-01	Jct Hwy 102 - Stanley Mission	35.8	150	1.96	2	0	0	2	1.02	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	84	1.26	0	1	0	1	0.79	1	0
916-02	Jct Hwy 921- Jct Hwy 917	48.7	45	0.80	1	0	0	1	1.25	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	70	0.52	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**110.5**		**2.59**	**1**	**1**	**0**	**2**	**0.77**	**1**	**0**
917-01	Jct Hwy 916 - End	37.0	37	0.50	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (I.R. Bdry - End)	92.4	96	3.24	2	2	0	4	1.24	3	0
919-01	Jct Hwy 21 - Cold River	20.9	26	0.20	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	54.2	52	1.03	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**75.0**		**1.23**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	30.8	43	0.49	0	0	0	0	0.00	0	0
920-04	Jct Hwy 932 - Jct Hwy 933	23.9	20	0.49	0	0	0	0	0.00	0	0
		54.7		**0.98**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
922-01	Bodmin - N of Jct Hwy 940	33.3	130	1.58	2	1	0	3	1.90	2	0
922-02	N Jct Hwy 940 - Jct Hwy 916	62.4	30	0.68	2	0	0	2	2.93	0	0
	Subtotal - Hwy 922	**95.7**		**2.26**	**4**	**1**	**0**	**5**	**2.21**	**2**	**0**
923-01	Jct Hwy 922 - End	22.79	20	0.17	0	0	0	0	0.00	0	0
924-01	Jct Hwy 55 - Dore` Lake	65.3	93	2.22	3	1	0	4	1.80	1	0

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
925-01	Jct Hwy 155 - Dillon	58.8	140	3.01	2	1	0	3	1.00	2	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	63	0.51	0	1	0	1	1.96	2	0
	Subtotal - Hwy 925	**81.0**		**3.52**	**2**	**2**	**0**	**4**	**1.14**	**4**	**0**
926-01	Jct Hwy 120 - Jct Hwy 969	78.6	19	0.55	2	0	0	2	3.67	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	20	0.17	1	0	0	1	5.88	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	22.8	40	0.33	0	0	0	0	0.00	0	0
930-01	Jct Hwy 2 - Jct Hwy 969	13.5	130	0.64	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
932-01	Jct Hwy 106 - Jct Hwy 920-03	21.2	15	0.11	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.1	10	0.04	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	48.8	35	0.62	0	0	0	0	0.00	0	0
936-01	Jct Hwy 2 - End	42.3	5	0.08	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	14.7	12	0.06	1	0	0	1	15.61	0	0
939-01	Jct Hwy 916 - 47.7 Km North	47.7	18	0.31	0	0	0	0	0.00	0	0
940-01	Jct Hwy 922 - End	8.5	30	0.09	1	0	0	1	10.79	0	0
941-01	Jct Hwy 904 - S Jct Hwy 951	21.9	74	0.59	2	0	0	2	3.38	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	59.0	32	0.69	1	0	0	1	1.45	0	0
943-01	Hwy 942 - Jct Hwy 946	31.2	15	0.17	1	0	0	1	5.85	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	38.5	15	0.21	1	0	0	1	4.70	0	0
	Subtotal - Hwy 943	**69.7**		**0.38**	**2**	**0**	**0**	**2**	**5.22**	**0**	**0**
946-01	23.3 Km S of Jct Hwy 943	29.8	44	0.48	1	0	0	1	2.09	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	1	0	0	1	1.55	0	0
952-01	8.30 Km S of Jct Hwy 953	8.3	30	0.00	0	0	0	0	N/A	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	240	2.84	0	0	0	0	0.00	0	0
954-01	Jct Hwy 26 - End	12.2	242	1.08	0	0	1	1	0.93	5	1
955-04	La Loche - Cluff Lake	244.9	51	4.56	0	3	0	3	0.66	6	0
956-01	Jct Hwy 155 - Alberta Border	35.4	94	1.21	1	1	0	2	1.66	1	0
962-01	Eldorado - Uranium City	12.5	150	0.68	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	178	3.03	2	1	0	3	0.99	4	0
969-01	Jct Hwy 2 - Jct Hwy 930	13.1	230	1.10	0	3	0	3	2.73	4	0

Traffic Collision Statistics - Section 11

2002 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
969-02	Jct Hwy 930 - Jcy Hwy 165	107.8	46	1.81	0	2	0	2	1.10	3	0
	Subtotal - Hwy 969	**120.9**		**2.91**	**0**	**5**	**0**	**5**	**1.72**	**7**	**0**
980-02	83.20 Km S of Armit Jct Hwy 3	83.2	20	0.61	0	0	0	0	0.00	0	0
981-01	Jct Hwy 980 - End	29.5	5	0.05	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.7	30	0.29	2	0	0	2	6.84	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	28	0.31	1	0	0	1	3.20	0	0
	Subtotal - Hwy 969	**57.3**		**0.61**	**3**	**0**	**0**	**3**	**4.96**	**0**	**0**
983-02	Jct Hwy 982 - Jct Hwy 9	30.5	24	0.27	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	**56.8**		**0.46**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	15.5	39	0.22	0	0	0	0	0.00	0	0
	Other*				910	29	3	942		46	3
GRAND TOTAL		**19,899**		**7,265**	**5,621**	**1,078**	**70**	**6,769**	**0.93**	**1,734**	**81**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Highway Collisions by Road Classification and Severity

Figure 11.2

Highway Road Classification	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Victims: Injured	Victims: Killed
Major Arterial	1,931	497	27	2,455	796	35
Minor Arterial	1,612	271	19	1,902	430	22
Collector	1295	235	14	1544	371	14
Local	729	75	9	813	137	9
Not Stated	54	0	1	55	0	1
TOTAL	**5,621**	**1,078**	**70**	**6,769**	**1,734**	**81**

2002 Traffic Collision Statistics
Urban communities with a population of 5,000 or more

Figure 11.3

		Collisions					Persons	
Community	Population	Property Damage	Personal Injury	Fatal	Total	Acc/ 100 pop	Injured	Killed
Estevan	10,960	305	34	0	339	3.09	45	0
Humboldt	5,602	77	10	0	87	1.55	11	0
Lloydminster	9,305	231	75	1	307	3.30	107	1
Meadow Lake	6,354	105	13	0	118	1.86	17	0
Melfort	5,927	82	10	0	92	1.55	17	0
Moose Jaw	34,442	903	170	0	1073	3.12	243	0
Nipawin	5,132	96	9	0	105	2.05	11	0
North Battleford	15,675	386	69	0	455	2.90	102	0
Prince Albert	39,891	841	129	3	973	2.44	176	4
Regina	187,429	5,843	1,364	3	7,210	3.85	1,827	3
Saskatoon	210,312	7,499	1,054	6	8,559	4.07	1,339	6
Swift Current	16,026	385	72	0	457	2.85	86	0
Weyburn	10,170	205	18	0	223	2.19	21	0
Yorkton	17,032	298	92	3	393	2.31	135	3
Total	**574,257**	**17,256**	**3,119**	**16**	**20,391**	**3.55**	**4,137**	**17**

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Mr. Greg Wock	(306) 634-1823
Humboldt	Mr. Rod Halyk	(306) 682-2221
Lloydminster	Mr. Ed Thornhill	(780) 871-8335
Melfort	Mr. Don Graham	(306) 752-5911
Melville	Mr. Dale Heshka	(306) 728-6865
Moose Jaw	Mr. Ryan Johnson	(306) 694-4473
North Battleford	Mr. Randy Steriloff	(306) 445-1735
Prince Albert	Mr. Robin Benoit	(306) 953-4900
Regina	Mr. Allan Duff	(306) 777-7419
Saskatoon	Mr. Don Cook	(306) 975-2642
Swift Current	Mr. Bert Enman	(306) 778-2777
Weyburn	Mr. Robert Kinash	(306) 848-3230
Yorkton	Mr. Matt Bernatt	(306) 786-1730

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas.

2002 Pedestrian Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.4

	Collisions			Persons	
Community	Personal Injury	Fatal	Total	Injured	Killed
Estevan	4	0	4	5	0
Humboldt	0	0	0	0	0
Lloydminster	5	0	5	5	0
Meadow Lake	3	0	3	3	0
Melfort	1	0	1	1	0
Moose Jaw	23	0	23	24	0
Nipawin	2	0	2	2	0
North Battleford	9	0	9	9	0
Prince Albert	15	1	16	16	1
Regina	109	2	111	116	2
Saskatoon	103	2	105	111	2
Swift Current	9	0	9	9	0
Weyburn	1	0	1	1	0
Yorkton	7	1	8	8	1
Total	**291**	**6**	**297**	**310**	**6**

2002 Bicycle Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.5

	Collisions				Persons	
Community	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	1	0	1	1	0
Humboldt	0	0	0	0	0	0
Lloydminster	0	2	0	2	2	0
Meadow Lake	0	1	0	1	1	0
Melfort	0	1	0	1	1	0
Moose Jaw	2	10	0	12	10	0
Nipawin	1	0	0	1	0	0
North Battleford	1	1	0	2	1	0
Prince Albert	0	8	0	8	9	0
Regina	22	56	0	78	56	0
Saskatoon	25	61	0	86	65	0
Swift Current	0	1	0	1	1	0
Weyburn	0	1	0	1	1	0
Yorkton	0	6	0	6	6	0
Total	**51**	**149**	**0**	**200**	**154**	**0**

2002 Alcohol-Involved Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.6

	Collisions				Persons	
Community	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	10	3	0	13	4	0
Humboldt	3	0	0	3	0	0
Lloydminster	17	6	0	23	7	0
Meadow Lake	4	1	0	5	2	0
Melfort	1	1	0	2	2	0
Moose Jaw	22	14	0	36	20	0
Nipawin	3	1	0	4	1	0
North Battleford	10	5	0	15	13	0
Prince Albert	30	14	1	45	23	1
Regina	185	102	1	288	144	1
Saskatoon	197	53	1	251	69	1
Swift Current	13	5	0	18	6	0
Weyburn	4	1	0	5	1	0
Yorkton	6	7	0	13	10	0
Total	**505**	**213**	**3**	**721**	**302**	**3**

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed In Order Of 2002 Collision Frequency

Figure 11.7

	Traffic	Collisions			Collisions/
Saskatoon	**Control**	**2000**	**2001**	**2002**	**10 mil veh***
Warman Rd & Lenore Dr	Traffic Signals	52	52	77	55.10
Ave C & Circle Dr	Traffic Signals	79	71	61	31.13
Idylwyld Dr & 22nd St	Traffic Signals	25	45	54	26.51
Millar Ave & Circle Dr	Traffic Signals	48	45	51	25.64
Acadia Dr & 8th St	Traffic Signals	53	35	48	32.32
Preston Ave & 8th St	Traffic Signals	34	28	47	25.56
Millar Ave & 51st St	Traffic Signals	30	35	44	33.03
22nd St & Confederation / Fair	Traffic Signals	48	44	44	23.96
Ave H & 22nd St	Traffic Signals	14	29	42	32.54
College Dr & Circle Dr (West)	Traffic Signals	29	25	41	24.05
Circle Dr & 22nd St	Traffic Signals	90	71	41	12.21
Clarence Ave & 8th St	Traffic Signals	25	27	39	26.59
Faithfull Ave & Circle Dr	Traffic Signals	28	41	39	21.87
Preston Ave & College Dr	Traffic Signals	20	22	38	25.06
Circle Dr & 8th St (West)	Traffic Signals	21	24	37	17.39
Regina					
Albert St & Saskatchewan Dr	Traffic Signals	48	55	63	34.94
Dewdney Ave & Lewvan Dr	Traffic Signals	45	50	45	26.63
4Th Ave & Lewvan Dr	Traffic Signals	38	36	39	24.73
Arcola Ave & University Park Dr	Traffic Signals	27	18	38	29.92
Fleet St & Victoria Ave	Traffic Signals	56	43	38	20.99
Arcola Ave & Victoria Ave	Traffic Signals	36	30	35	23.33
Pasqua St & Ring Rd	Traffic Signals	44	23	35	21.50
Victoria Ave & Winnipeg St	Traffic Signals	18	22	32	25.19
Broad St & Saskatchewan Dr	Traffic Signals	33	21	31	15.30
Albert St & Gordon Rd	Traffic Signals	29	24	30	20.39
Albert St & Parliament Ave	Traffic Signals	29	26	29	20.53
Park St & Victoria Ave	Traffic Signals	28	29	29	17.94
25th Ave & Albert St	Traffic Signals	15	17	27	21.44
9th Ave North & McCarthy Blvd	Traffic Signals	20	14	27	26.32
Saskatchewan Dr & Winnipeg St	Traffic Signals	23	26	27	27.10
Prince Albert					
2 Ave. W & 15 St.	Traffic Signals	16	25	26	19.78
6 Ave. E & 15 St.	Traffic Signals	12	9	18	16.40
6 Ave. W & 15 St.	Traffic Signals	8	7	16	30.72
2 Ave. W & Marquis Rd.	Traffic Signals	7	11	15	15.73
15 Ave. E & 15 St.	Traffic Signals	5	12	13	30.20
1 Ave. E & 15 St.	Traffic Signals	2	3	12	12.17
2 Ave. W & 12 St.	Traffic Signals	12	10	10	9.46
2 Ave. W & 28 St.	Traffic Signals	14	16	10	8.93
2 Ave. W & 32 St.	Traffic Signals	10	4	9	11.32
6 Ave. E & 22 St.	Traffic Signals	4	7	9	11.10
Central Ave. & 28 St.	Traffic Signals	6	3	9	16.46
2 Ave. W & 16 St.	Stop S. on 16th	3	3	8	7.16
6 Ave. E & 28 St.	Traffic Signals	11	5	8	8.28
Central Ave. & 15 St.	Traffic Signals	8	5	8	7.10
1st Ave. E and 12th St.	Traffic Signals	1	4	7	17.88

* Collisions per 10 million vehicles travelling through the location

2002 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	686	4	0	0	4	0.58	0	0
Air Ronge	1,511	7	3	0	10	0.66	5	0
Alameda	348	2	0	0	2	0.57	0	0
Allan	797	2	0	0	2	0.25	0	0
Annaheim	291	1	0	0	1	0.34	0	0
Arborfield	439	4	0	0	4	0.91	0	0
Archerwill	333	4	1	0	5	1.50	1	0
Arcola	555	9	0	0	9	1.62	0	0
Asquith	806	8	0	0	8	0.99	0	0
Assiniboia	2,749	40	5	0	45	1.64	5	0
Avonlea	465	3	1	0	4	0.86	1	0
Balcarres	631	4	0	0	4	0.63	0	0
Balgonie	1,469	12	2	0	14	0.95	2	0
Battleford	4,090	23	2	0	25	0.61	2	0
Beauval	1,060	12	2	1	15	1.42	5	1
Beechy	337	4	0	0	4	1.19	0	0
Bengough	477	3	1	0	4	0.84	1	0
Bethune	440	3	0	0	3	0.68	0	0
Bienfait	984	6	1	0	7	0.71	1	0
Big River	1,087	17	5	0	22	2.02	7	0
Biggar	2,468	29	3	0	32	1.30	9	0
Birch Hills	1,192	6	0	0	6	0.50	0	0
Bjorkdale	311	4	0	0	4	1.29	0	0
Blaine Lake	576	3	0	0	3	0.52	0	0
Borden	354	1	1	0	2	0.56	1	0
Bredenbury	423	1	0	0	1	0.24	0	0
Broadview	632	12	0	0	12	1.90	0	0
Bruno	643	10	1	0	11	1.71	1	0
Buchanan	260	1	1	0	2	0.77	4	0
Buena Vista	376	3	0	0	3	0.80	0	0
Buffalo Narrows	1,412	12	3	0	15	1.06	4	0
Burstall	401	0	1	0	1	0.25	1	0
Cabri	583	5	2	0	7	1.20	2	0
Candle Lake	519	3	0	0	3	0.58	0	0
Canoe Narrows	684	0	2	0	2	0.29	4	0
Canora	2,406	34	2	0	36	1.50	3	0
Canwood	475	3	0	0	3	0.63	0	0
Carievale	297	1	0	0	1	0.34	0	0
Carlyle	1,465	24	2	0	26	1.77	4	0
Carnduff	1,096	9	1	0	10	0.91	1	0
Caronport	1,273	2	0	0	2	0.16	0	0
Carrot River	1,263	18	1	0	19	1.50	2	0
Central Butte	478	1	0	0	1	0.21	0	0
Chaplin	330	2	0	0	2	0.61	0	0
Choiceland	468	6	0	0	6	1.28	0	0
Churchbridge	870	3	1	0	4	0.46	2	0
Clavet	568	2	1	0	3	0.53	1	0
Codette	308	5	0	0	5	1.62	0	0
Coleville	322	2	0	0	2	0.62	0	0
Colonsay	506	4	0	0	4	0.79	0	0
Coronach	916	9	0	0	9	0.98	0	0
Craik	485	3	0	0	3	0.62	0	0
Craven	613	2	0	0	2	0.33	0	0
Creighton	1,790	14	3	0	17	0.95	6	0

2002 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Cudworth	828	8	0	0	8	0.97	0	0
Cumberland House	1,202	2	1	0	3	0.25	1	0
Cupar	669	4	0	0	4	0.60	0	0
Cut Knife	596	4	0	0	4	0.67	0	0
Dalmeny	1,794	10	0	0	10	0.56	0	0
Davidson	1,125	22	3	0	25	2.22	4	0
Debden	514	7	0	0	7	1.36	0	0
Delisle	1,198	3	1	0	4	0.33	3	0
Denare Beach	765	5	1	0	6	0.78	1	0
Deschambault Lake	695	5	1	0	6	0.86	1	0
Dillon	529	5	1	0	6	1.13	2	0
Dinsmore	387	2	0	1	3	0.78	0	1
Drake	287	1	0	0	1	0.35	0	0
Duck Lake	475	7	1	0	8	1.68	2	0
Dundurn	1,088	1	1	0	2	0.18	1	0
Dysart	294	1	0	0	1	0.34	0	0
Earl Grey	332	3	0	0	3	0.90	0	0
Eastend	662	5	1	0	6	0.91	1	0
Eatonia	585	3	0	0	3	0.51	0	0
Edam	470	4	0	0	4	0.85	0	0
Edenwold	294	0	0	0	0	0.00	0	0
Elbow	347	2	0	0	2	0.58	0	0
Elrose	591	5	1	0	6	1.02	1	0
Englefeld	299	2	0	0	2	0.67	0	0
Esterhazy	2,690	35	0	0	35	1.30	0	0
Eston	1,136	13	0	0	13	1.14	0	0
Fillmore	285	5	0	0	5	1.75	0	0
Flin Flon	267	6	2	0	8	3.00	3	0
Foam Lake	1,275	7	0	0	7	0.55	0	0
Fond Du Lac	593	0	1	0	1	0.17	1	0
Fort Qu'Appelle	2,265	49	7	0	56	2.47	11	0
Fox Valley	395	4	0	0	4	1.01	0	0
Frontier	360	2	1	0	3	0.83	3	0
Gainsborough	294	3	0	0	3	1.02	0	0
Glaslyn	461	4	0	0	4	0.87	0	0
Glenavon	253	6	1	0	7	2.77	1	0
Goodsoil	435	0	0	0	0	0.00	0	0
Govan	336	2	0	0	2	0.60	0	0
Gravelbourg	1,253	20	1	0	21	1.68	1	0
Green Lake	615	2	1	0	3	0.49	1	0
Grenfell	1,120	11	3	0	14	1.25	3	0
Gull Lake	1,191	11	0	0	11	0.92	0	0
Hafford	480	0	0	0	0	0.00	0	0
Hague	1,029	5	0	0	5	0.49	0	0
Hanley	583	3	0	0	3	0.51	0	0
Harris	271	3	1	0	4	1.48	2	0
Hepburn	621	3	0	0	3	0.48	0	0
Herbert	847	3	1	0	4	0.47	1	0
Hodgeville	270	1	0	0	1	0.37	0	0
Hudson Bay	2,296	44	1	0	45	1.96	1	0
Ile A La Crosse	1,540	14	2	0	16	1.04	2	0
Imperial	373	1	0	0	1	0.27	0	0
Indian Head	1,933	30	2	0	32	1.66	3	0
Invermay	301	2	1	0	3	1.00	1	0

2002 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Ituna	776	12	0	0	12	1.55	0	0
Kamsack	2,021	29	3	0	32	1.58	6	0
Kelliher	388	5	0	0	5	1.29	0	0
Kelvington	1,066	12	1	0	13	1.22	1	0
Kenaston	396	3	0	0	3	0.76	0	0
Kennedy	302	1	1	0	2	0.66	1	0
Kenosee Lake	298	4	0	0	4	1.34	0	0
Kerrobert	1,169	17	2	0	19	1.63	2	0
Kindersley	4,890	83	5	0	88	1.80	9	0
Kinistino	724	9	0	0	9	1.24	0	0
Kipling	1,091	18	1	0	19	1.74	1	0
Kyle	535	5	1	0	6	1.12	3	0
La Loche	2,875	20	13	0	33	1.15	16	0
La Ronge	4,519	35	9	0	44	0.97	9	0
Lafleche	516	8	1	0	9	1.74	1	0
Laird	259	1	1	0	2	0.77	1	0
Lake Lenore	377	3	0	0	3	0.80	0	0
Lampman	742	7	1	0	8	1.08	5	0
Langenburg	1,161	12	0	0	12	1.03	0	0
Langham	1,425	6	0	0	6	0.42	0	0
Lanigan	1,450	13	1	0	14	0.97	1	0
Lashburn	1,009	13	1	0	14	1.39	5	0
Leader	998	17	2	0	19	1.90	2	0
Leask	443	3	0	0	3	0.68	0	0
Lebret	326	1	0	0	1	0.31	0	0
Lemberg	353	0	1	0	1	0.28	1	0
Leoville	405	2	0	0	2	0.49	0	0
Leroy	442	7	0	0	7	1.58	0	0
Lipton	384	3	1	0	4	1.04	1	0
Loon Lake	385	4	2	0	6	1.56	2	0
Lucky Lake	400	5	1	0	6	1.50	1	0
Lumsden	1,957	23	1	0	24	1.23	1	0
Luseland	686	2	0	0	2	0.29	0	0
Macklin	1,495	8	0	0	8	0.54	0	0
Maidstone	1,175	15	2	0	17	1.45	2	0
Mankota	305	1	0	0	1	0.33	0	0
Manor	344	9	0	0	9	2.62	0	0
Maple Creek	2,604	31	3	0	34	1.31	3	0
Marsden	339	1	0	0	1	0.29	0	0
Marshall	758	0	1	0	1	0.13	7	0
Martensville	4,817	42	7	0	49	1.02	11	0
Maryfield	370	3	1	0	4	1.08	1	0
McLean	340	3	0	0	3	0.88	0	0
Meath Park	325	3	0	0	3	0.92	0	0
Melville	4,701	67	15	0	82	1.74	23	0
Meota	419	6	0	0	6	1.43	0	0
Midale	590	4	0	0	4	0.68	0	0
Middle Lake	370	4	1	0	5	1.35	1	0
Milestone	633	3	0	0	3	0.47	0	0
Montmartre	497	8	0	1	9	1.81	0	1
Moosomin	2,554	39	3	0	42	1.64	3	0
Morse	314	1	0	0	1	0.32	0	0
Mortlach	346	4	0	0	4	1.16	0	0
Mossbank	426	6	2	0	8	1.88	4	0

2002 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Muenster	442	2	1	0	3	0.68	1	0
Naicam	875	4	0	0	4	0.46	0	0
Neilburg	519	10	0	0	10	1.93	0	0
Neudorf	325	0	0	0	0	0.00	0	0
Nokomis	469	7	0	0	7	1.49	0	0
Norquay	585	6	1	0	7	1.20	1	0
Odessa	294	1	1	0	2	0.68	2	0
Ogema	377	4	0	0	4	1.06	0	0
Osler	1,061	1	0	0	1	0.09	0	0
Outlook	2,381	33	5	0	38	1.60	5	0
Oxbow	1,236	18	2	0	20	1.62	2	0
Pangman	279	1	0	0	1	0.36	0	0
Paradise Hill	603	4	0	0	4	0.66	0	0
Pelican Narrows	1,470	1	1	0	2	0.14	1	0
Pelly	353	4	0	0	4	1.13	0	0
Pense	576	3	0	0	3	0.52	0	0
Perdue	485	7	0	0	7	1.44	0	0
Pierceland	627	4	1	0	5	0.80	1	0
Pilot Butte	2,112	5	1	0	6	0.28	5	0
Ponteix	611	7	1	0	8	1.31	1	0
Porcupine Plain	987	7	0	0	7	0.71	0	0
Preeceville	1,247	19	2	0	21	1.68	2	0
Prud'Homme	259	2	1	0	3	1.16	1	0
Punnichy	256	3	0	0	3	1.17	0	0
Qu'Appelle	776	2	0	0	2	0.26	0	0
Quill Lake	591	8	1	0	9	1.52	1	0
Radisson	484	5	1	0	6	1.24	1	0
Radville	821	7	0	0	7	0.85	0	0
Raymore	677	10	0	0	10	1.48	0	0
Redvers	1,013	20	1	0	21	2.07	1	0
Regina Beach	1,276	20	0	0	20	1.57	0	0
Rocanville	990	5	2	0	7	0.71	2	0
Rockglen	516	5	0	0	5	0.97	0	0
Rose Valley	459	4	0	0	4	0.87	0	0
Rosetown	2,714	36	2	0	38	1.40	6	0
Rosthern	1,542	13	4	1	18	1.17	6	1
Rouleau	481	2	0	0	2	0.42	0	0
Saltcoats	599	1	0	0	1	0.17	0	0
Sandy Bay	1,124	5	1	0	6	0.53	1	0
Sedley	375	3	1	0	4	1.07	2	0
Semans	269	2	0	0	2	0.74	0	0
Shaunavon	2,029	27	1	0	28	1.38	1	0
Shell Lake	356	2	0	0	2	0.56	0	0
Shellbrook	1,588	13	3	0	16	1.01	6	0
Silton	369	1	0	0	1	0.27	0	0
Southend	436	0	0	0	0	0.00	0	0
Southey	883	5	2	0	7	0.79	5	0
Spalding	319	2	0	0	2	0.63	0	0
Spiritwood	1,177	12	1	0	13	1.10	1	0
Springside	624	1	0	0	1	0.16	0	0
St Brieux	556	6	1	0	7	1.26	2	0
St Louis	545	3	1	0	4	0.73	1	0
St Walburg	769	5	1	0	6	0.78	1	0
Stanley Mission	559	0	2	0	2	0.36	2	0

2002 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Star City	543	3	0	0	3	0.55	0	0
Stockholm	383	2	0	0	2	0.52	0	0
Stony Rapids	949	1	0	0	1	0.11	0	0
Stoughton	757	13	0	0	13	1.72	0	0
Strasbourg	866	9	0	0	9	1.04	0	0
Sturgis	731	4	0	0	4	0.55	0	0
Theodore	463	1	0	0	1	0.22	0	0
Timber Bay	651	0	0	0	0	0.00	0	0
Tisdale	3,514	50	2	0	52	1.48	2	0
Tompkins	264	1	0	0	1	0.38	0	0
Torquay	251	1	0	0	1	0.40	0	0
Turnor Lake	413	5	0	0	5	1.21	0	0
Turtleford	606	5	0	0	5	0.83	0	0
Unity	2,429	28	3	0	31	1.28	3	0
Vanscoy	589	0	0	0	0	0.00	0	0
Vibank	458	2	0	0	2	0.44	0	0
Viscount	332	0	0	0	0	0.00	0	0
Vonda	377	0	0	0	0	0.00	0	0
Wadena	1,449	17	2	0	19	1.31	2	0
Wakaw	1,046	14	1	0	15	1.43	1	0
Waldeck	384	1	1	0	2	0.52	2	0
Waldheim	1,060	2	2	0	4	0.38	2	0
Wapella	408	3	0	0	3	0.74	0	0
Warman	3,924	24	3	0	27	0.69	8	0
Watrous	2,047	29	0	0	29	1.42	0	0
Watson	885	11	1	0	12	1.36	1	0
Wawota	614	10	1	0	11	1.79	2	0
Weldon	253	1	0	0	1	0.40	0	0
White City	1,370	6	3	0	9	0.66	4	0
White Fox	540	4	0	0	4	0.74	0	0
Whitewood	987	11	0	0	11	1.11	0	0
Wilcox	363	1	1	0	2	0.55	1	0
Wilkie	1,402	13	0	0	13	0.93	0	0
Willow Bunch	425	4	0	0	4	0.94	0	0
Windthorst	280	0	0	0	0	0.00	0	0
Wollaston Lake	817	0	1	0	1	0.12	2	0
Wolseley	854	10	0	0	10	1.17	0	0
Wynyard	2,139	42	3	0	45	2.10	5	0
Yellow Grass	471	5	0	0	5	1.06	0	0
Young	369	3	2	0	5	1.36	4	0
Zenon Park	293	2	0	0	2	0.68	0	0
Total	**226,904**	**2,159**	**237**	**4**	**2,400**	**1.06**	**350**	**4**

Summary of Urban Collisions

Communities under 250	28,830	127	19	1	147	0.51	27	1
Communities 250 to 5,000	226,904	2,159	237	4	2,400	1.06	350	4
Communities over 5,000	574,257	17,256	3,119	16	20,391	3.55	4,139	16
Total - All Communities	**829,991**	**19,542**	**3,375**	**21**	**22,938**	**2.76**	**4,516**	**21**

Populations are based on Saskatchewan Health Services Plan statistics.

2002 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
001	Argyle	236	4.25	7	1	0	8	1.88	3.39	3	0
002	Mount Pleasant	365	7.79	7	3	0	10	1.28	2.74	3	0
003	Enniskillen	438	6.91	25	3	0	28	4.05	6.39	5	0
004	Coalfields	310	6.64	4	1	1	6	0.90	1.94	2	1
005	Estevan	767	7.74	22	6	0	28	3.62	3.65	9	0
006	Cambria	239	3.35	4	1	0	5	1.49	2.09	2	0
007	Souris Valley	372	4.13	3	0	0	3	0.73	0.81	0	0
008	Lake Alma	269	3.37	6	0	0	6	1.78	2.23	0	0
009	Surprise Valley	195	3.96	3	0	0	3	0.76	1.54	0	0
010	Happy Valley	206	1.21	1	0	0	1	0.82	0.49	0	0
011	Hart Butte	271	6.13	7	0	0	7	1.14	2.58	0	0
012	Poplar Valley	239	3.41	5	0	0	5	1.47	2.09	0	0
017	Val Marie	466	5.88	7	1	0	8	1.36	1.72	1	0
018	Lone Tree	171	2.04	1	1	0	2	0.98	1.17	1	0
019	Frontier	274	3.84	3	0	0	3	0.78	1.09	0	0
031	Storthoaks	375	4.59	5	1	0	6	1.31	1.60	1	0
032	Reciprocity	359	8.03	15	3	0	18	2.24	5.01	7	0
033	Moose Creek	336	6.65	11	1	1	13	1.95	3.87	1	1
034	Browning	474	11.70	16	3	0	19	1.62	4.01	5	0
035	Benson	327	8.01	6	1	0	7	0.87	2.14	1	0
036	Cymri	388	14.94	17	4	0	21	1.41	5.41	5	0
037	Lomond	279	7.91	6	2	0	8	1.01	2.87	5	0
038	Laurier	357	5.98	7	2	1	10	1.67	2.80	5	1
039	The Gap	234	3.62	3	1	0	4	1.11	1.71	1	0
040	Bengough	317	6.42	11	1	0	12	1.87	3.79	1	0
042	Willow Bunch	438	5.35	8	1	0	9	1.68	2.05	2	0
043	Old Post	378	5.28	6	1	0	7	1.32	1.85	1	0
044	Waverley	313	4.42	9	0	0	9	2.03	2.88	0	0
045	Mankota	471	5.22	12	1	0	13	2.49	2.76	1	0
046	Glen McPherson	117	1.81	2	0	0	2	1.11	1.71	0	0
049	White Valley	517	11.02	14	0	1	15	1.36	2.90	0	1
051	Reno	410	6.82	9	0	0	9	1.32	2.20	0	0
061	Antler	515	8.92	18	3	0	21	2.35	4.08	3	0
063	Moose Mountain	471	7.96	11	1	0	12	1.51	2.55	1	0
064	Brock	281	8.55	13	3	0	16	1.87	5.69	5	0
065	Tecumseh	311	5.92	5	2	0	7	1.18	2.25	12	0
066	Griffin	362	7.76	7	0	0	7	0.90	1.93	0	0
067	Weyburn	663	7.49	14	2	0	16	2.14	2.41	2	0
068	Brokenshell	286	3.44	3	0	0	3	0.87	1.05	0	0
069	Norton	252	4.00	1	1	0	2	0.49	0.79	1	0
070	Key West	365	6.00	5	3	0	8	1.33	2.19	6	0
071	Excel	567	5.26	7	0	0	7	1.33	1.23	0	0
072	Lake of Rivers	299	6.60	5	3	0	8	1.21	2.68	3	0
073	Stonehenge	467	6.06	2	0	1	3	0.49	0.64	0	1
074	Wood River	295	4.69	2	0	0	2	0.43	0.68	0	0
075	Pinto Creek	224	4.26	3	0	0	3	0.70	1.34	0	0
076	Auvergne	346	4.95	12	3	0	15	3.03	4.34	3	0
077	Wise Creek	260	3.05	4	0	0	4	1.31	1.54	0	0

2002 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
078	Grassy Creek	285	3.65	3	1	0	4	1.10	1.40	7	0
079	Arlington	322	5.85	6	0	0	6	1.03	1.86	0	0
091	Maryfield	372	5.30	13	1	0	14	2.64	3.76	2	0
092	Walpole	408	7.55	6	0	0	6	0.79	1.47	0	0
093	Wawken	447	6.23	9	1	0	10	1.61	2.24	1	0
094	Hazelwood	285	7.93	5	1	0	6	0.76	2.11	1	0
095	Golden West	372	6.82	13	2	0	15	2.20	4.03	3	0
096	Fillmore	274	7.83	8	1	0	9	1.15	3.28	5	0
097	Wellington	329	4.29	5	1	0	6	1.40	1.82	2	0
098	Scott	217	4.65	4	0	0	4	0.86	1.84	0	0
099	Caledonia	313	3.43	1	1	0	2	0.58	0.64	5	0
100	Elmsthorpe	280	5.34	3	1	0	4	0.75	1.43	1	0
101	Terrell	284	4.30	2	0	0	2	0.46	0.70	0	0
102	Lake Johnston	179	3.89	1	0	0	1	0.26	0.56	0	0
103	Sutton	316	6.03	4	1	0	5	0.83	1.58	1	0
104	Gravelbourg	390	4.71	5	1	0	6	1.27	1.54	2	0
105	Glen Bain	287	3.57	6	1	0	7	1.96	2.44	1	0
106	Whiska Creek	426	4.18	4	2	0	6	1.44	1.41	2	0
107	Lac Pelletier	350	4.23	2	0	0	2	0.47	0.57	0	0
108	Bone Creek	384	6.18	12	0	0	12	1.94	3.13	0	0
109	Carmichael	471	5.06	3	5	0	8	1.58	1.70	7	0
110	Piapot	288	8.79	12	2	0	14	1.59	4.86	3	0
111	Maple Creek	907	13.93	21	5	1	27	1.94	2.98	7	1
121	Moosomin	429	7.82	15	2	0	17	2.17	3.96	2	0
122	Martin	287	8.05	11	1	0	12	1.49	4.18	1	0
123	Silverwood	530	8.62	4	1	0	5	0.58	0.94	4	0
124	Kingsley	469	9.42	12	3	1	16	1.70	3.41	5	1
125	Chester	446	6.42	14	1	0	15	2.33	3.36	1	0
126	Montmartre	491	9.52	12	2	0	14	1.47	2.85	2	0
127	Francis	678	8.85	19	1	1	21	2.37	3.10	6	1
128	Lajord	1,054	7.83	8	3	0	11	1.40	1.04	3	0
129	Bratt's Lake	192	5.27	6	3	0	9	1.71	4.69	5	0
130	Redburn	227	6.66	8	2	0	10	1.50	4.41	3	0
131	Baildon	503	6.59	4	1	0	5	0.76	0.99	3	0
132	Hillsborough	88	1.04	0	2	0	2	1.93	2.27	2	0
133	Rodgers	123	2.83	2	2	0	4	1.41	3.25	2	0
134	Shamrock	231	3.26	3	1	0	4	1.23	1.73	1	0
135	Lawtonia	357	4.47	7	0	0	7	1.57	1.96	0	0
136	Coulee	381	4.61	2	1	0	3	0.65	0.79	1	0
137	Swift Current	1,328	10.36	16	4	0	20	1.93	1.51	7	0
138	Webb	389	7.52	13	2	0	15	1.99	3.86	2	0
139	Gull Lake	240	5.43	5	0	0	5	0.92	2.08	0	0
141	Big Stick	167	3.41	8	2	0	10	2.93	5.99	2	0
142	Enterprise	209	7.24	5	0	0	5	0.69	2.39	0	0
151	Rocanville	500	8.19	22	2	0	24	2.93	4.80	3	0
152	Spy Hill	396	5.76	11	0	0	11	1.91	2.78	0	0
153	Willowdale	290	5.69	5	1	0	6	1.05	2.07	1	0
154	Elcapo	537	8.38	10	3	0	13	1.55	2.42	6	0

2002 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
155	Wolseley	452	7.71	8	0	0	8	1.04	1.77	0	0
156	Indian Head	298	8.09	10	0	0	10	1.24	3.36	0	0
157	South Qu'Appelle	836	6.84	14	1	0	15	2.19	1.79	3	0
158	Edenwold	2,538	15.77	26	2	4	32	2.03	1.26	10	5
159	Sherwood	472	27.56	45	11	0	56	2.03	11.86	13	0
160	Pense	440	9.81	11	7	0	18	1.83	4.09	9	0
161	Moose Jaw	539	8.48	14	5	0	19	2.24	3.53	7	0
162	Caron	455	4.56	5	0	0	5	1.10	1.10	0	0
163	Wheatlands	175	3.88	3	1	0	4	1.03	2.29	2	0
164	Chaplin	138	3.05	4	0	0	4	1.31	2.90	0	0
165	Morse	470	8.32	9	2	0	11	1.32	2.34	6	0
166	Excelsior	800	9.33	11	2	0	13	1.39	1.63	4	0
167	Saskatchewan Landing	420	4.74	4	1	0	5	1.05	1.19	1	0
168	Riverside	472	10.62	8	6	0	14	1.32	2.97	9	0
169	Pittville	233	5.21	3	2	0	5	0.96	2.15	2	0
171	Fox Valley	361	6.06	5	2	0	7	1.16	1.94	3	0
181	Langenburg	662	7.56	11	2	0	13	1.72	1.96	2	0
183	Fertile Belt	819	10.29	18	2	0	20	1.94	2.44	3	0
184	Grayson	512	6.63	8	3	0	11	1.66	2.15	5	0
185	McLeod	566	8.43	10	3	0	13	1.54	2.30	3	0
186	Abernethy	378	7.05	14	1	0	15	2.13	3.97	2	0
187	North Qu'Appelle	425	8.81	6	2	0	8	0.91	1.88	3	0
189	Lumsden	738	13.12	21	5	0	26	1.98	3.52	9	0
190	Dufferin	485	6.25	9	2	0	11	1.76	2.27	2	0
191	Marquis	272	4.48	4	0	0	4	0.89	1.47	0	0
193	Eyebrow	221	4.33	1	0	0	1	0.23	0.45	0	0
194	Enfield	347	5.81	8	0	1	9	1.55	2.59	1	1
211	Churchbridge	687	6.55	5	1	0	6	0.92	0.87	1	0
213	Saltcoats	657	7.37	19	0	0	19	2.58	2.89	0	0
214	Cana	847	5.79	4	4	0	8	1.38	0.94	5	0
215	Stanley	531	7.62	3	3	0	6	0.79	1.13	3	0
216	Tullymet	283	3.92	2	2	0	4	1.02	1.41	2	0
217	Lipton	385	5.96	8	1	0	9	1.51	2.34	3	0
218	Cupar	496	7.91	11	5	0	16	2.02	3.23	7	0
219	Longlaketon	770	10.97	23	3	0	26	2.37	3.38	5	0
220	McKillop	409	6.37	15	2	0	17	2.67	4.16	2	0
221	Sarnia	270	6.65	3	3	0	6	0.90	2.22	4	0
222	Craik	285	7.84	6	2	0	8	1.02	2.81	2	0
223	Huron	222	3.62	2	1	0	3	0.83	1.35	1	0
224	Maple Bush	163	4.28	1	0	0	1	0.23	0.61	0	0
225	Canaan	172	3.89	6	0	0	6	1.54	3.49	0	0
226	Victory	449	4.43	6	0	0	6	1.36	1.34	0	0
228	Lacadena	664	8.27	3	0	0	3	0.36	0.45	0	0
229	Miry Creek	425	7.17	6	3	0	9	1.25	2.12	3	0
230	Clinworth	241	5.69	2	1	0	3	0.53	1.24	1	0
231	Happyland	348	8.20	9	1	0	10	1.22	2.87	1	0
232	Deer Forks	218	4.66	8	0	0	8	1.72	3.67	0	0
241	Calder	403	3.73	2	0	0	2	0.54	0.50	0	0

2002 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
243	Wallace	741	7.63	3	2	0	5	0.65	0.67	2	0
244	Orkney	985	9.18	11	3	0	14	1.52	1.42	3	0
245	Garry	424	5.06	4	0	0	4	0.79	0.94	0	0
246	Ituna Bon Accord	469	5.44	2	0	0	2	0.37	0.43	0	0
247	Kellross	409	7.10	5	2	0	7	0.99	1.71	2	0
248	Touchwood	303	6.47	3	3	0	6	0.93	1.98	16	0
250	Last Mountain Valley	324	6.64	2	0	0	2	0.30	0.62	0	0
251	Big Arm	253	4.83	5	1	0	6	1.24	2.37	1	0
252	Arm River	254	6.96	5	0	0	5	0.72	1.97	0	0
253	Willner	276	4.01	1	2	0	3	0.75	1.09	2	0
254	Loreburn	337	4.90	5	2	0	7	1.43	2.08	3	0
255	Coteau	395	5.96	6	3	0	9	1.51	2.28	3	0
256	King George	217	3.17	1	1	0	2	0.63	0.92	1	0
257	Monet	510	7.30	7	1	0	8	1.10	1.57	1	0
259	Snipe Lake	477	8.28	4	1	0	5	0.60	1.05	5	0
260	Newcombe	300	5.24	5	0	0	5	0.95	1.67	0	0
261	Chesterfield	449	7.74	12	2	0	14	1.81	3.12	2	0
271	Cote	505	4.53	4	0	0	4	0.88	0.79	0	0
273	Sliding Hills	509	7.99	2	3	0	5	0.63	0.98	5	0
274	Goodlake	532	7.94	5	0	0	5	0.63	0.94	0	0
275	Insinger	449	6.72	4	0	0	4	0.60	0.89	0	0
276	Foam Lake	708	10.09	14	3	0	17	1.68	2.40	4	0
277	Emerald	687	6.31	5	1	0	6	0.95	0.87	1	0
278	Kutawa	294	7.49	3	7	0	10	1.33	3.40	14	0
279	Mount Hope	487	8.62	9	0	1	10	1.16	2.05	0	1
280	Wreford	192	5.09	1	2	0	3	0.59	1.56	3	0
281	Wood Creek	280	4.60	4	0	0	4	0.87	1.43	0	0
282	McCraney	378	5.31	5	0	0	5	0.94	1.32	0	0
283	Rosedale	434	6.34	6	3	0	9	1.42	2.07	5	0
284	Rudy	345	6.50	8	1	0	9	1.38	2.61	1	0
285	Fertile Valley	518	5.04	13	2	0	15	2.97	2.90	4	0
286	Milden	259	4.63	3	2	0	5	1.08	1.93	7	0
287	St Andrews	460	6.92	7	1	0	8	1.16	1.74	2	0
288	Pleasant Valley	395	3.64	4	0	0	4	1.10	1.01	0	0
290	Kindersley	836	13.79	11	3	0	14	1.01	1.67	3	0
292	Milton	157	4.68	1	0	0	1	0.21	0.64	0	0
301	St Philips	290	3.60	1	3	0	4	1.11	1.38	10	0
303	Keys	368	5.43	4	4	0	8	1.47	2.17	9	0
304	Buchanan	436	5.08	2	2	0	4	0.79	0.92	2	0
305	Invermay	400	6.49	7	1	0	8	1.23	2.00	1	0
307	Elfros	481	6.63	7	5	0	12	1.81	2.49	12	0
308	Big Quill	587	9.75	7	5	0	12	1.23	2.04	11	0
309	Prairie Rose	272	6.30	3	4	0	7	1.11	2.57	5	0
310	Usborne	514	10.56	9	4	1	14	1.33	2.72	6	1
312	Morris	374	9.83	12	0	0	12	1.22	3.21	0	0
313	Lost River	188	5.34	4	0	0	4	0.75	2.13	0	0
314	Dundurn	351	5.65	10	3	0	13	2.30	3.70	4	0
315	Montrose	353	5.52	5	2	0	7	1.27	1.98	4	0

2002 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
316	Harris	213	4.97	7	1	0	8	1.61	3.76	1	0
317	Marriott	428	4.55	7	1	0	8	1.76	1.87	1	0
318	Mountain View	251	4.73	5	1	0	6	1.27	2.39	1	0
319	Winslow	316	7.42	1	0	0	1	0.13	0.32	0	0
320	Oakdale	268	7.91	3	1	0	4	0.51	1.49	1	0
321	Prairiedale	262	5.99	4	0	1	5	0.83	1.91	1	1
322	Antelope Park	177	3.13	3	0	0	3	0.96	1.69	0	0
331	Livingstone	393	6.04	4	2	0	6	0.99	1.53	2	0
333	Clayton	725	8.91	5	2	0	7	0.79	0.97	2	0
334	Preeceville	931	10.80	12	1	0	13	1.20	1.40	1	0
335	Hazel Dell	713	7.59	12	0	0	12	1.58	1.68	0	0
336	Sasman	899	10.58	6	2	0	8	0.76	0.89	2	0
337	Lakeview	475	6.83	4	2	0	6	0.88	1.26	4	0
338	Lakeside	391	6.00	5	3	0	8	1.33	2.05	4	0
339	Leroy	577	11.37	18	0	0	18	1.58	3.12	0	0
340	Wolverine	426	6.45	6	1	0	7	1.09	1.64	1	0
341	Viscount	400	6.77	5	0	0	5	0.74	1.25	0	0
342	Colonsay	267	3.97	1	1	0	2	0.50	0.75	1	0
343	Blucher	609	8.75	9	3	0	12	1.37	1.97	4	0
344	Corman Park	3,865	64.33	82	29	1	112	1.74	2.90	45	1
345	Vanscoy	1,653	12.45	12	3	0	15	1.20	0.91	3	0
346	Perdue	380	5.18	7	1	0	8	1.54	2.11	1	0
347	Biggar	906	7.00	16	0	0	16	2.28	1.77	0	0
349	Grandview	395	5.80	6	0	0	6	1.03	1.52	0	0
350	Mariposa	234	2.86	4	1	0	5	1.75	2.14	1	0
351	Progress	338	7.63	6	0	0	6	0.79	1.78	0	0
352	Heart's Hill	291	8.49	6	0	0	6	0.71	2.06	0	0
366	Kelvington	498	6.89	7	4	0	11	1.60	2.21	5	0
367	Ponass Lake	601	8.58	7	2	0	9	1.05	1.50	2	0
368	Spalding	500	9.00	8	2	0	10	1.11	2.00	2	0
369	St Peter	789	10.69	11	1	0	12	1.12	1.52	1	0
370	Humboldt	774	9.09	15	9	0	24	2.64	3.10	9	0
371	Bayne	513	8.13	10	1	0	11	1.35	2.14	2	0
372	Grant	481	4.81	2	2	0	4	0.83	0.83	3	0
373	Aberdeen	466	6.57	3	2	0	5	0.76	1.07	3	0
376	Eagle Creek	443	4.79	5	2	0	7	1.46	1.58	5	0
377	Glenside	253	4.08	2	1	0	3	0.73	1.19	1	0
378	Rosemount	177	2.60	4	1	0	5	1.92	2.82	5	0
379	Reford	326	5.29	6	0	0	6	1.13	1.84	0	0
380	Tramping Lake	306	3.52	2	0	0	2	0.57	0.65	0	0
381	Grass Lake	154	5.87	8	3	0	11	1.87	7.14	4	0
382	Eye Hill	597	7.97	10	2	0	12	1.50	2.01	3	0
394	Hudson Bay	1,114	6.48	20	3	0	23	3.55	2.06	5	0
395	Porcupine	946	13.31	19	2	1	22	1.65	2.33	6	1
397	Barrier Valley	479	6.42	7	2	0	9	1.40	1.88	4	0
398	Pleasantdale	587	7.60	8	2	1	11	1.45	1.87	7	2
399	Lake Lenore	476	7.89	5	1	0	6	0.76	1.26	1	0
400	Three Lakes	514	9.80	8	2	0	10	1.02	1.95	2	0

2002 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
401	Hoodoo	569	9.70	14	4	0	18	1.86	3.16	7	0
402	Fish Creek	312	5.09	3	1	0	4	0.79	1.28	1	0
403	Rosthern	1,428	13.89	7	3	1	11	0.79	0.77	11	1
404	Laird	800	8.31	8	3	0	11	1.32	1.38	3	0
405	Great Bend	410	6.61	7	1	0	8	1.21	1.95	2	0
406	Mayfield	399	3.34	5	0	0	5	1.50	1.25	0	0
409	Buffalo	454	9.39	5	3	0	8	0.85	1.76	6	0
410	Round Valley	590	4.93	6	1	0	7	1.42	1.19	2	0
411	Senlac	227	4.55	13	4	1	18	3.96	7.93	9	1
426	Bjorkdale	875	10.58	14	4	0	18	1.70	2.06	4	0
427	Tisdale	926	7.61	13	4	0	17	2.23	1.84	4	0
428	Star City	839	11.92	4	3	0	7	0.59	0.83	10	0
429	Flett Springs	688	8.73	8	1	0	9	1.03	1.31	1	0
430	Invergordon	637	5.82	5	1	0	6	1.03	0.94	1	0
431	St Louis	940	8.30	5	1	0	6	0.72	0.64	1	0
434	Blaine Lake	303	5.37	1	2	0	3	0.56	0.99	4	0
435	Redberry	397	6.49	3	1	1	5	0.77	1.26	4	1
436	Douglas	359	4.93	4	1	0	5	1.01	1.39	1	0
437	North Battleford	574	5.50	1	3	1	5	0.91	0.87	6	1
438	Battle River	1,017	7.53	4	3	0	7	0.93	0.69	5	0
439	Cut Knife	417	7.10	11	4	1	16	2.25	3.84	9	1
440	Hillsdale	532	9.91	11	2	0	13	1.31	2.44	6	0
442	Manitou Lake	465	8.77	14	4	1	19	2.17	4.09	16	1
456	Arborfield	411	6.30	7	0	0	7	1.11	1.70	0	0
457	Connaught	644	6.61	4	2	0	6	0.91	0.93	4	0
458	Willow Creek	756	7.82	6	1	0	7	0.89	0.93	1	0
459	Kinistino	690	11.30	9	4	1	14	1.24	2.03	6	1
460	Birch Hills	633	6.16	5	2	0	7	1.14	1.11	2	0
461	Prince Albert	1,523	10.47	6	6	0	12	1.15	0.79	7	0
463	Duck Lake	804	5.52	6	2	0	8	1.45	1.00	4	0
464	Leask	625	12.20	7	2	1	10	0.82	1.60	3	1
466	Meeting Lake	492	5.52	8	0	0	8	1.45	1.63	0	0
467	Round Hill	329	4.45	8	0	0	8	1.80	2.43	0	0
468	Meota	638	7.10	6	4	0	10	1.41	1.57	5	0
469	Turtle River	311	6.75	8	1	0	9	1.33	2.89	3	0
470	Paynton	231	4.47	2	2	0	4	0.89	1.73	2	0
471	Eldon	609	11.77	9	7	1	17	1.44	2.79	8	1
472	Wilton	1,284	20.24	26	9	0	35	1.73	2.73	16	0
486	Moose Range	1,032	9.47	10	5	0	15	1.58	1.45	8	0
487	Nipawin	937	10.90	5	3	0	8	0.73	0.85	4	0
488	Torch River	1,422	18.12	28	2	0	30	1.66	2.11	2	0
490	Garden River	514	6.36	2	2	0	4	0.63	0.78	2	0
491	Buckland	2,372	13.32	22	7	0	29	2.18	1.22	12	0
493	Shellbrook	1,440	12.29	14	6	0	20	1.63	1.39	10	0
494	Canwood	1,346	18.42	37	5	0	42	2.28	3.12	6	0
496	Spiritwood	1,201	13.40	54	4	1	59	4.40	4.91	13	1
497	Medstead	469	5.54	11	2	0	13	2.35	2.77	3	0
498	Parkdale	544	7.97	18	1	0	19	2.39	3.49	1	0

2002 Traffic Collision Statistics by Rural Municipality

Figure 11.9

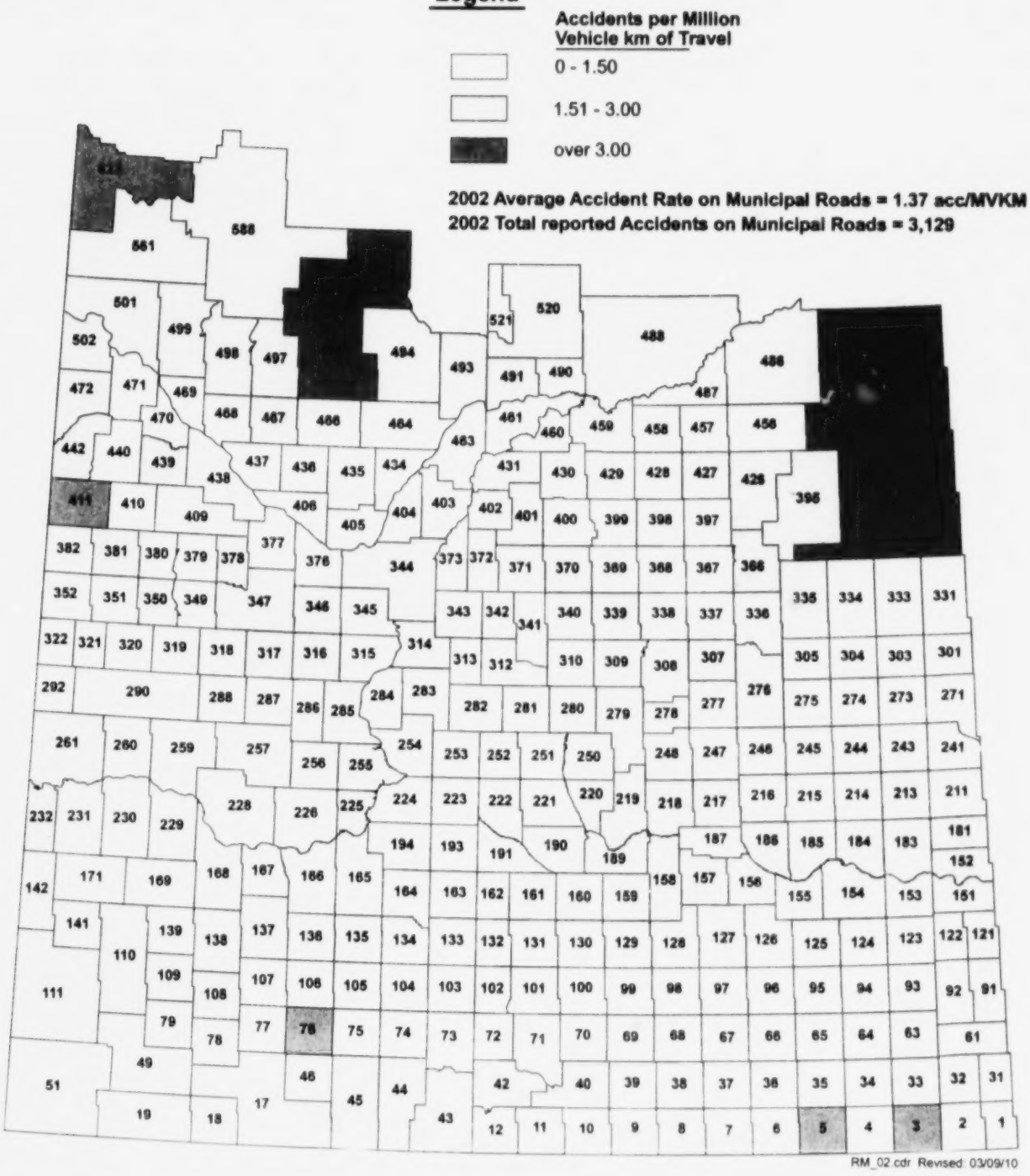
	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
499	Mervin	1,152	19.86	31	4	0	35	1.76	3.04	5	0
501	Frenchman Butte	1,224	13.07	21	4	0	25	1.91	2.04	7	0
502	Britannia	1,162	20.69	21	11	0	32	1.55	2.75	13	0
520	Paddockwood	710	7.90	13	3	0	16	2.03	2.25	3	0
521	Lakeland	964	2.05	1	0	0	1	0.49	0.10	0	0
555	Big River	701	5.57	20	6	0	26	4.67	3.71	8	0
561	Loon Lake	652	8.83	19	2	0	21	2.38	3.22	3	0
588	Meadow Lake	2,001	14.64	27	7	0	34	2.32	1.70	11	0
622	Beaver River	869	7.12	21	6	0	27	3.79	3.11	7	0
Totals		**151,838**	**2,159**	**2,520**	**580**	**29**	**3,129**	**1.45**	**2.06**	**941**	**31**

2002 Traffic Accident Rates
by Rural Municipality

Legend

Accidents per Million
Vehicle-km of Travel
2002 Average Accident Rate on Municipal Roads = 1.37 acc/MVKM
2002 Total reported Accidents on Municipal Roads = 2,125

2002 Traffic Accident Rates
by Rural Municipality



Other Provinces

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Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of Vision 2010 are to:

- Raise public awareness of road safety issues;
- Improve communication, cooperation and collaboration among safety agencies;
- Enhance enforcement measures; and
- Improve national collision data quality and collection.

The national target for Vision 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seat belts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in Vision 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of Vision 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of the Road Safety Vision 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or checking their web site at www.tc.gc.ca/roadsafety.

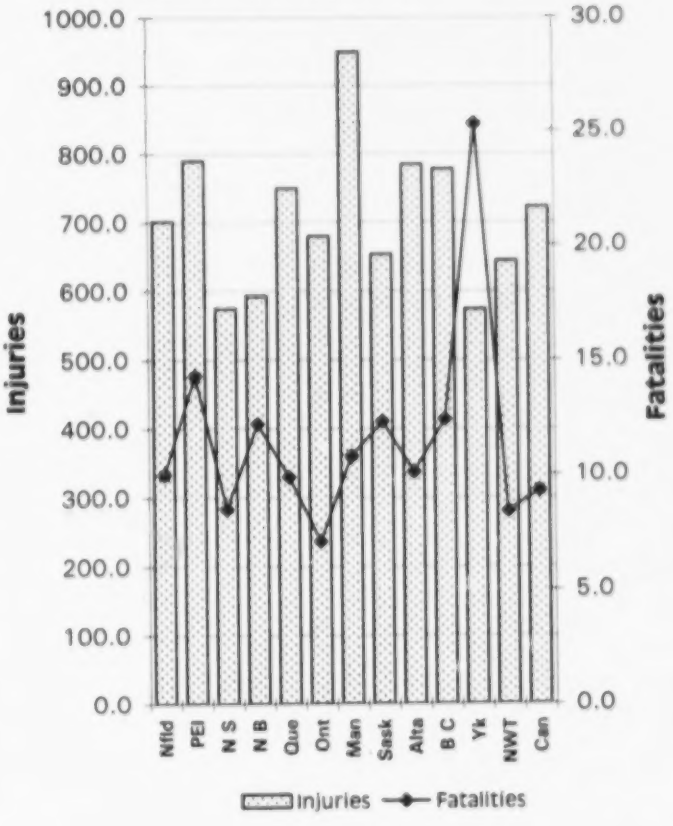
Figure 12.1

Total Collisions and Casualities in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,286	280,575
1988	193,704	4,154	278,618
1989	196,246	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,765	3,064	221,349
1998	151,026	2,949	217,803
1999	153,746	2,985	222,551
2000	158,569	2,927	227,458
2001	154,268	2,781	221,121
2002	159,498	2,936	227,768

Figure 12.2

2002 Casualty Rates Per Billion Vehicle Kilometres



1993 - 2002 Seat Belt Use in Canada by Province/Territory **

Figure 12.3

(% of All Occupants Wearing Seat Belts in Light-Duty Vehicles*)

Province	Urban 1993	Urban 1994	Urban 1996	Urban 1997	Urban 1998	Urban 1999	Urban 2000	Urban 2001	Rural 2002
Newfoundland	94.5	93.6	91.9	92.4	86.4	82.9	92.7	92.1	86.3
Prince Edward Island	77.8	84.5	87.5	82.6	82.7	88.5	85.7	86.7	76.7
Nova Scotia	83.5	83.2	88.2	87.1	88.5	86.6	86.5	88.0	90.5
New Brunswick	82.1	84.9	86.6	86.5	87.9	85.9	91.5	91.4	90.6
Québec	88.8	89.8	90.3	91.7	92.3	93	91.4	89	91.2
Ontario	79.4	86.3	89.9	89.2	89.1	91.0	91.7	92.5	85.1
Manitoba	80.2	82.6	82.4	84.8	84.4	85.3	84.2	82.3	80.8
Saskatchewan	**89.4**	**87.7**	**89.6**	**91.7**	**89.7**	**88.2**	**90.0**	**91.7**	**85.7**
Alberta	81.0	83.1	85.1	83.7	82.4	89.3	87.2	84.9	77.3
British Columbia	86.4	88.3	88.7	89.4	89.7	89.2	88.7	90.8	79.7
Yukon	72.8	68.2	81.2	83.4	82.1	82.1	79.3	78.1	53.9
Northwest Territories	51.5	67.4	54.9	64.3	52.6	61.1	60.7	62.7	77.1
Nunavut	NA	NA	NA	NA	NA	NA	NA	13.4	22.9
Canada	**83.4**	**86.8**	**88.7**	**88.9**	**88.7**	**90.1**	**90.1**	**89.9**	**85.0**

* Light-duty vehicles include passenger cars, passenger vans and light trucks

** Source of Information: Transport Canada Survey of Seat Belt Use in Canada July 2000
The 2002 survey was completed in rural areas.

Figure 12.1

Total Collisions and Casualties in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
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1983	160,623	4,216	224,297
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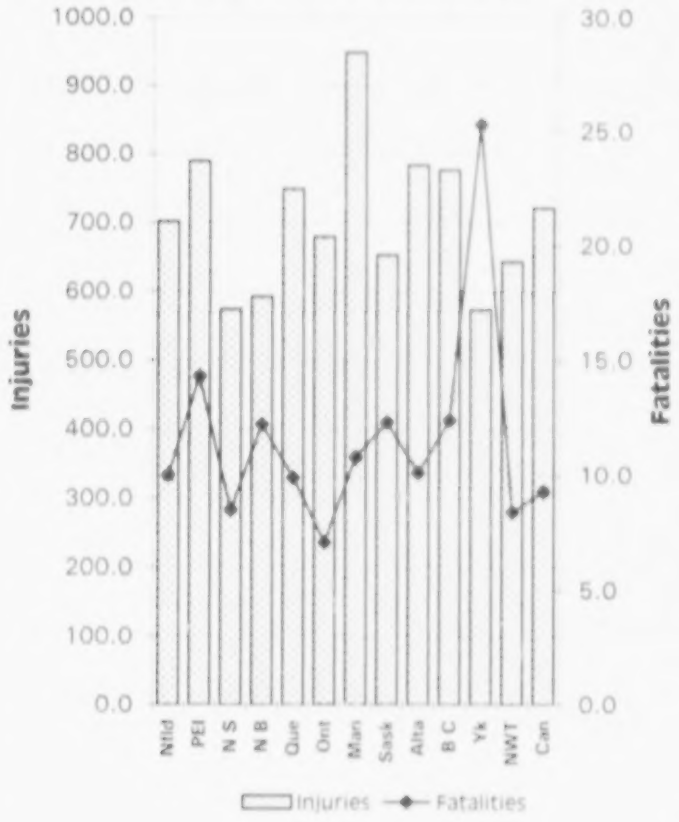
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,286	280,575
1988	193,704	4,154	278,618
1989	196,246	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,765	3,064	221,349
1998	151,026	2,949	217,803
1999	153,746	2,985	222,551
2000	158,569	2,927	227,458
2001	154,268	2,781	221,121
2002	159,498	2,936	227,768

Figure 12.2

2002 Casualty Rates Per Billion Vehicle Kilometres



1993 - 2002 Seat Belt Use in Canada by Province/Territory **

Figure 12.3

(% of All Occupants Wearing Seat Belts In Light-Duty Vehicles*)

Province	Urban 1993	Urban 1994	Urban 1996	Urban 1997	Urban 1998	Urban 1999	Urban 2000	Urban 2001	Rural 2002
Newfoundland	94.5	93.6	91.9	92.4	86.4	82.9	92.7	92.1	86.3
Prince Edward Island	77.8	84.5	87.5	82.6	82.7	88.5	85.7	86.7	76.7
Nova Scotia	83.5	83.2	88.2	87.1	88.5	86.6	86.5	88.0	90.5
New Brunswick	82.1	84.9	86.6	86.5	87.9	85.9	91.5	91.4	90.6
Quebec	88.8	89.8	90.3	91.7	92.3	93	91.4	89	91.2
Ontario	79.4	86.3	89.9	89.2	89.1	91.0	91.7	92.5	85.1
Manitoba	80.2	82.6	82.4	84.8	84.4	85.3	84.2	82.3	80.8
Saskatchewan	89.4	87.7	89.6	91.7	89.7	88.2	90.0	91.7	85.7
Alberta	81.0	83.1	85.1	83.7	82.4	89.3	87.2	84.9	77.3
British Columbia	86.4	88.3	88.7	89.4	89.7	89.2	88.7	90.8	79.7
Yukon	72.8	68.2	81.2	83.4	82.1	82.1	79.3	78.1	53.9
Northwest Territories	51.5	67.4	54.9	64.3	52.6	61.1	60.7	62.7	77.1
Nunavut	NA	NA	NA	NA	NA	NA	NA	13.4	22.9
Canada	**83.4**	**86.8**	**88.7**	**88.9**	**88.7**	**90.1**	**90.1**	**89.9**	**85.0**

* Light-duty vehicles include passenger cars, passenger vans and light trucks

** Source of Information: Transport Canada Survey of Seat Belt Use in Canada July 2000
The 2002 survey was completed in rural areas.

Other Provinces - Section 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of TAIS contacts in each jurisdiction is listed below.

Figure 12.4

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Collision History on Provincial Highways ***

	Collisions **				Victims **				Collision Rates		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1963	2,239	1,086	89	3,414	2,336	119	2,455	2,508	1.36	3.55	0.43
1964	2,493	1,165	99	3,757	2,211	135	2,346	2,729	1.38	3.63	0.43
1965	2,786	1,314	95	4,195	2,517	134	2,651	2,870	1.46	3.31	0.46
1966	3,125	1,360	116	4,601	2,626	134	2,760	3,036	1.52	3.82	0.45
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,602	1,146	96	5,844	1,985	119	2,104	6,295	0.93	1.52	0.18
1989	4,877	1,093	81	6,051	1,985	107	2,092	6,242	0.97	1.30	0.18
1990	5,176	1,105	73	6,354	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,645	971	84	6,700	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,725	1,071	67	6,863	1,978	79	2,057	6,447	1.06	1.04	0.17
1993	4,398	1,066	72	5,536	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,518	1,119	76	5,713	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,783	1,129	63	4,975	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,438	1,232	70	4,740	2,088	98	2,186	7,232	0.66	0.97	0.17
1998	3,064	996	71	4,131	1,754	88	1,842	7,481	0.55	0.95	0.13
1999	3,143	1,140	88	4,371	1,978	109	2,087	7,481	0.58	1.18	0.15
2000	3,103	1,069	77	4,249	1,819	88	1,907	7,544	0.56	1.02	0.14
2001	4,100	1,062	68	5,230	1,711	85	1,796	7,341	0.71	0.93	0.14
2002	5,621 +	1,078	70	6,769	1,734	81	1,709	7,265	0.93 +	0.96	0.15

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

\+ Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.2

Collision History on Urban Streets***

Year	Collisions ** Property Damage*	Personal Injury	Fatal	Total	Victims** Number Injured	Number Killed	Total
1963	6,421	1,643	24	8,088	2,291	24	2,315
1964	7,635	1,719	21	9,375	2,356	24	2,380
1965	9,026	2,009	24	11,059	2,812	29	2,841
1966	10,028	1,891	26	11,945	2,665	31	2,696
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,661	3,853	25	23,539	5,148	32	5,180
1989	19,373	3,497	25	22,895	4,669	27	4,696
1990	18,348	3,353	13	21,714	4,386	16	4,402
1991	18,897	3,373	25	22,295	4,554	26	4,580
1992	18,168	3,460	25	21,653	4,764	25	4,789
1993	12,203	3,644	28	15,875	4,908	28	4,936
1994	13,297	3,734	23	17,054	5,025	23	5,048
1995	13,990	3,128	24	17,142	4,254	25	4,279
1996	15,812	2,914	19	18,745	3,884	21	3,905
1997	14,472	3,016	20	17,508	4,128	20	4,148
1998	15,774	3,262	17	19,053	4,336	17	4,353
1999	15,604	3,545	24	19,173	4,826	26	4,852
2000	16,965	3,555	21	20,541	4,774	21	4,795
2001	15,489	3,058	18	18,565	4,041	18	4,059
2002	19,324 +	3,263	17	22,604	4,326	18	4,344

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

\+ Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Rural Roads

	Collisions **				Victims**			Collision Rates			
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1963	3,234	1,053	53	4,340	1,425	57	1,482	1,186	3.66	4.47	0.89
1964	3,497	1,084	58	4,639	1,834	70	1,904	1,229	3.77	4.72	0.88
1965	3,518	949	47	4,514	1,597	60	1,657	1,244	3.63	3.78	0.76
1966	3,957	1,087	74	5,118	1,859	114	1,973	1,265	4.05	5.85	0.86
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,397	642	26	3,065	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	858	21	879	1,920	1.41	0.94	0.29
1997	2,096	737	32	2,865	1,156	37	1,193	2,018	1.42	1.59	0.37
1998	1,736	563	36	2,335	889	39	928	2,035	1.15	1.77	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	933	32	965	2,176	1.11	1.33	0.28
2001	2,401	620	42	3,063	950	45	995	2,179	1.41	1.93	0.28
2002	2,520 +	580	29	3,129	941	31	972	2,159	1.45 +	1.34	0.27

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

\+ Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.4

Collision History on Other Roads

Year	Collisions ** Property Damage*	Personal Injury	Fatal	Total	Victims** Number Injured	Number Killed	Total
1963	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1964	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1965	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1966	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1967	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1968	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1969	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1970	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1971	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1972	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1973	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1974	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1975	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1976	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1977	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1978	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	362	113	9	484	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	530	149	8	687	271	8	279
1992	470	147	8	625	292	8	300
1993	286	128	8	422	222	10	232
1994	339	135	8	482	214	8	222
1995	329	91	11	431	175	13	188
1996	311	109	6	426	186	6	192
1997	394	140	8	542	234	9	243
1998	390	135	4	529	238	4	242
1999	416	178	8	602	291	12	303
2000	499	200	10	709	325	10	335
2001	633	164	11	808	250	18	268
2002	1,770 +	171	7	1,948	276	7	283

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

+ Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Rural and Other Roads Combined

	Accidents **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1963	3,234	1,053	53	4,340	1,425	57	1,482
1964	3,497	1,084	58	4,639	1,834	70	1,904
1965	3,518	949	47	4,514	1,597	60	1,657
1966	3,957	1,087	74	5,118	1,859	114	1,973
1967	4,342	948	65	5,355	1,667	84	1,751
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,760	876	42	4,678	1,395	46	1,441
1992	4,005	802	35	4,842	1,304	39	1,343
1993	2,683	770	34	3,487	1,250	40	1,290
1994	2,861	767	35	3,663	1,238	37	1,275
1995	2,903	691	39	3,633	1,138	44	1,182
1996	2,429	674	24	3,127	1,044	27	1,071
1997	2,490	877	40	3,407	1,390	46	1,436
1998	2,126	698	40	2,864	1,127	43	1,170
1999	2,193	783	37	3,013	1,217	53	1,270
2000	2,283	810	39	3,132	1,258	42	1,300
2001	3,034	784	53	3,871	1,200	63	1,263
2002	4,290 +	751	36	5,077	1,217	38	1,255

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

\+ Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.6

Collision History on All Provincial Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1963	11,894	3,782	166	15,842	6,052	200	6,252
1964	13,625	3,968	178	17,771	6,401	229	6,630
1965	15,330	4,272	166	19,768	6,926	223	7,149
1966	17,110	4,338	216	21,664	7,150	279	7,429
1967	18,847	4,466	219	23,532	7,227	287	7,514
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,889	5,975	160	34,024	8,740	200	8,940
1989	27,883	5,521	162	33,566	8,140	192	8,332
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,333	127	33,358	8,046	143	8,189
1993	19,284	5,480	134	24,898	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,760	5,015	135	26,910	7,472	157	7,629
1996	22,024	4,717	106	26,847	6,829	135	6,964
1997	20,400	5,125	130	25,655	7,606	164	7,770
1998	20,964	4,956	128	26,048	7,217	148	7,365
1999	20,940	5,468	149	26,557	8,021	188	8,209
2000	22,351	5,434	137	27,922	7,851	151	8,002
2001	22,623	4,904	139	27,666	6,952	166	7,118
2002	29,235 +	5,092	123	34,450	7,277	137	7,308

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

\+ Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History Rates - All Provincial Roads

Year	Registered Vehicles **	Licensed Drivers	Sask. Pop.*	Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	Casualty Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1963	382,190	400,178	933,000	4.15	3.96	1.70	3,948	1.03	0.99	0.00
1964	396,741	411,623	942,000	4.48	4.32	1.89	4,146	1.05	1.01	0.00
1965	418,606	430,182	950,000	4.72	4.60	2.08	4,438	1.06	1.03	0.00
1966	438,558	442,490	955,400	4.94	4.90	2.27	4,554	1.04	1.03	0.00
1967	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.00
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.00
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.00
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.00
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.00
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.00
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.00
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.00
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.00
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.00
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.00
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.00
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.00
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.00
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.00
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.00
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.00
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.00
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.00
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.00
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.00
1988	726,605	647,445	1,028,050	4.68	5.26	3.31	6,135	0.84	0.95	0.00
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,683	0.79	0.91	0.00
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.00
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.00
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,460	0.77	0.85	0.00
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.00
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.00
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.00
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,823	0.67	0.74	0.00
1997	715,819	658,972	1,022,020	3.58	3.89	2.51	5,255	0.73	0.80	0.00
1998	715,381	662,810	1,024,875	3.64	3.93	2.54	5,084	0.71	0.77	0.00
1999	712,541	667,379	1,025,564	3.73	3.98	2.59	5,617	0.79	0.84	0.00
2000	716,723	666,266	1,021,963	3.90	4.19	2.73	5,571	0.78	0.84	0.00
2001	713,000	665,760	1,017,087	3.88	4.16	2.72	5,043	0.71	0.76	0.00
2002	721,999	666,374	1,011,808	4.77 +	5.17 +	3.40 +	5,215	0.72	0.78	0.00

* Population - Statistics Canada July 1 Populations.

** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

\+ Property damage only collisions in 2002 increased due to a change in reporting procedures.

FATAL ACCIDENT LOCATIONS ON RURAL PROVINCIAL HIGHWAYS

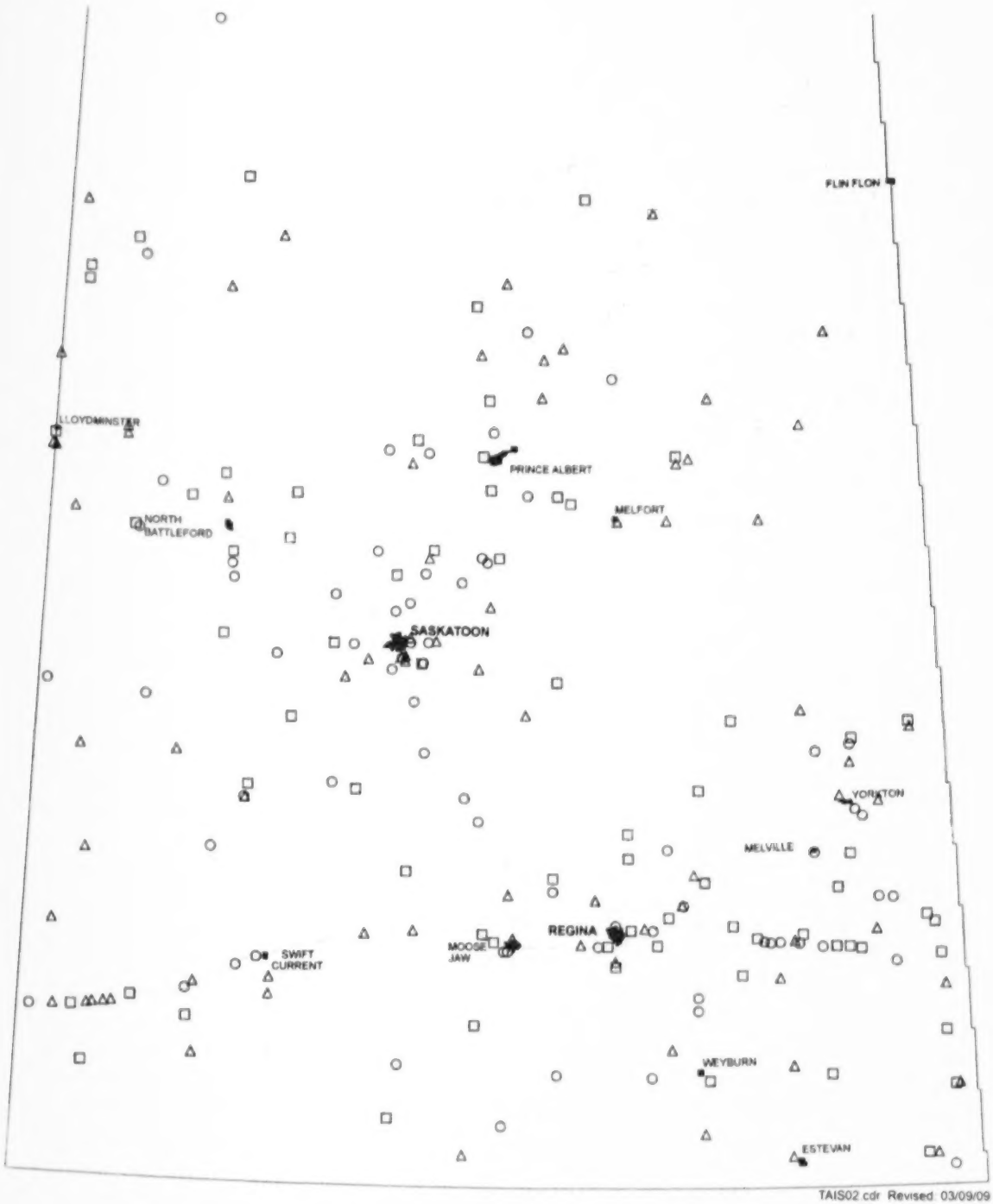
Note:

1. Fatal accidents on streets and rural municipal and other roads during the same period are not shown.

△ 2000 - 88 Persons were killed in 77 accidents

○ 2001 - 85 Persons were killed in 68 accidents

□ 2002 - 81 Persons were killed in 70 accidents



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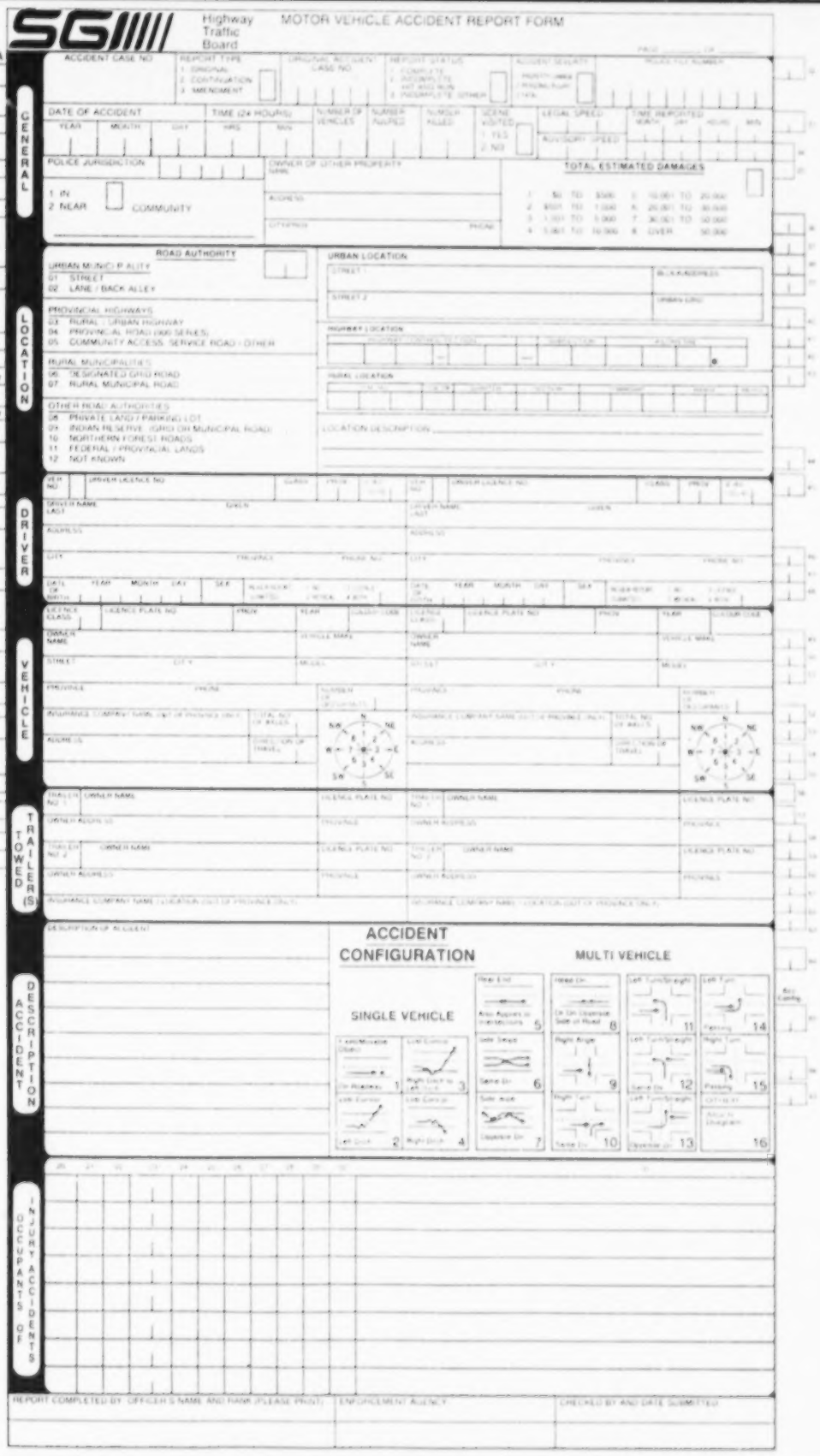
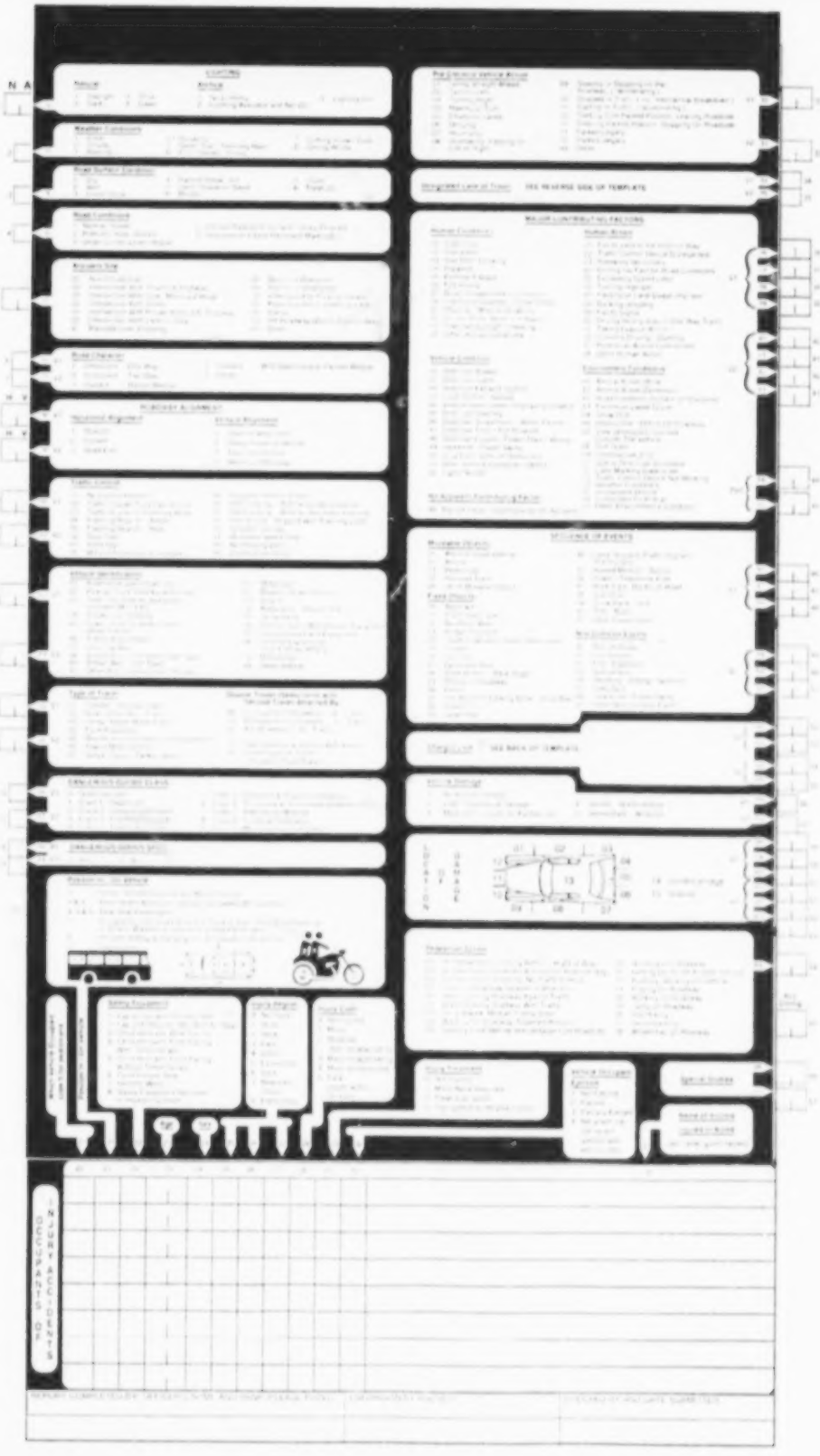

SGI
Highway Traffic Board
MOTOR VEHICLE ACCIDENT REPORT FORM
GENERAL
LOCATION
DRIVER
VEHICLE
TOWED TRAILER(S)
ACCIDENT DESCRIPTION
OCCUPANTS OF INJURY ACCIDENTS
ACCIDENT CONFIGURATION
SINGLE VEHICLE
MULTI VEHICLE

Appendix - A 4.1 Sask. MVA Report Form Template - Front



DESIGNATED LANE OF TRAVEL

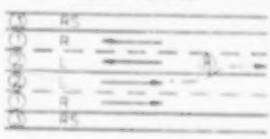
ONE WAY TRAFFIC

MULTI LANE

SINGLE LANE

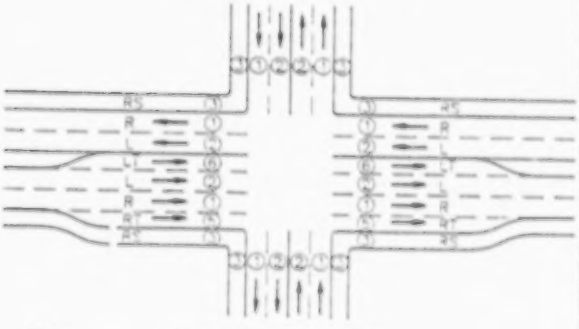
TWO WAY TRAFFIC

MULTI LANE



SINGLE LANE

INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

Motor Vehicle Accident Report Form for Property Damage Only Collisions

SGI

Highway Traffic Board

Page ____ of ____

Case number 1374583 Original case # Police jurisdiction Police file

Date of collision 2 0 Time (24 hr) Road Authority *(office use only)*

In ☐ Near ☐ Community Urban grid *(office use only)*

Urban intersection - Street #1 Street #2

Urban non intersection - Street name and block address

Highway location (reference in kilometres from the nearest major intersection)

HIGHWAY CONTROL SECTION - SUBSECTION - KILOMETRE .

Rural/other location (reference in kilometres to the nearest major intersection)

R.M. NO. SIDE OF QUARTER SECTION TOWNSHIP RANGE MERID

Collision site 01 Non-intersection
02 Intersection with provincial highway
03 Intersection with grid/municipal road
04 Intersection with street
05 Intersection with private approach
06 Intersection with lane or alley
07 Railroad level crossing
08 Bridge or overpass
09 Tunnel or underpass
10 Parking lot or parking garage
11 Passing lane or climbing lane
12 Ramp
13 Off roadway (within the right of way)
14 Other
5

Total vehicles involved ☐ Type of object or animal hit 48-51 Rollover? ☐ Yes ☐ No

Owner of damaged property

Collision description and witness information

COLLISION CONFIGURATION 65

MULTI VEHICLE

SINGLE VEHICLE

Fixed/Moveable Object: On Roadway 1; Left Ditch 2; Right Ditch to Left Ditch 3; Right Ditch 4

Lost Control: Left Ditch 2; Right Ditch 4

Rear End: Also Applies to Intersections 5

Head On: Or On Opposite Side of Road 8

Side Swipe: Same Dir. 6; Opposite Dir. 7

Right Angle: 9

Sideswipe: Opposite Dir. 7

Right Turn: Same Dir. 10

Left Turn/Straight: Same Dir. 12; Opposed Dir. 13; 11

Left Turn: Passing 14

Right Turn: Passing 15

Other: Attach Diagram 16

Driver/Vehicle Information 1

Driver's name Sex M F Address

Driver licence number Date of Birth Year Month Day

Charges laid 52 53 Phone No.

Licence plate Registered owner

Make/Model Year Vehicle body type 12

Driver/Vehicle Information 2

Driver's name Sex M F Address

Driver licence number Date of Birth Year Month Day

Charges laid 54 55 Phone No.

Licence plate Registered owner

Make/Model Year Vehicle body type 13

Vehicle Body Type

01 - Automobile (passenger car)
02 - Pick-up trucks under 4500 kg
03 - Light utility vehicles mini vans and sport utility vehicles
04 - Trucks over 4500 kg
05 - Road tractor with or without semi-trailer
06 - Urban transit bus
07 - Inter-city bus
08 - School bus - standard large type
09 - School bus - smaller type, under 25 passenger
10 - Other bus unspecified
11 - Motorized motorcycle
12 - Moped or power bicycle
13 - Bicycle
14 - Emergency vehicle - ambulance police or fire
15 - Snowmobile
16 - Construction or maintenance equipment
17 - Unregistered farm equipment
18 - Off highway vehicle 3 or 4 wheel ATV
19 - Motor Home
99 - Other type of vehicle not specified

Direction of travel (prior to any turning movements - code parked/reversing vehicles in the direction they are facing)

1 North 2 Northeast 3 East 4 Southeast 5 South 6 Southwest 7 West 8 Northwest

Veh #1 ☐ Veh #2 ☐

Traffic Control

01 No control present
02 Traffic signals fully operational
03 Traffic signals in flashing mode
04 Flashing beacon - amber
05 Flashing beacon - red
06 Stop sign
07 Yield sign
08 Marked pedestrian crosswalk
09 Flagman / police officer
10 RR crossing - with automatic controls
11 RR crossing - with no automatic controls
12 School bus - stopped with flashing light
13 School crossing
14 Reduced speed zone
15 No passing zone
16 Construction zone

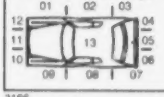
Veh #1 10 Veh #2 11

Pre-collision action (prior to any evasive action)

01 Going straight ahead
02 Turning left
03 Turning right
04 Making U-turn
05 Changing lanes
06 Merging
07 Reversing
08 Overtaking, passing on left or right
09 Slowing or stopping on the roadway (decelerating)
10 Stopped in traffic (inc. mechanical breakdown)
11 Starting in traffic (accelerating)
12 Starting from parked position, leaving roadside
13 Entering parked position, stopping on roadside
14 Parked legally
15 Parked illegally
99 Other

Veh #1 32 Veh #2 33

Location of damage



14 - Undercarriage
15 - Interior

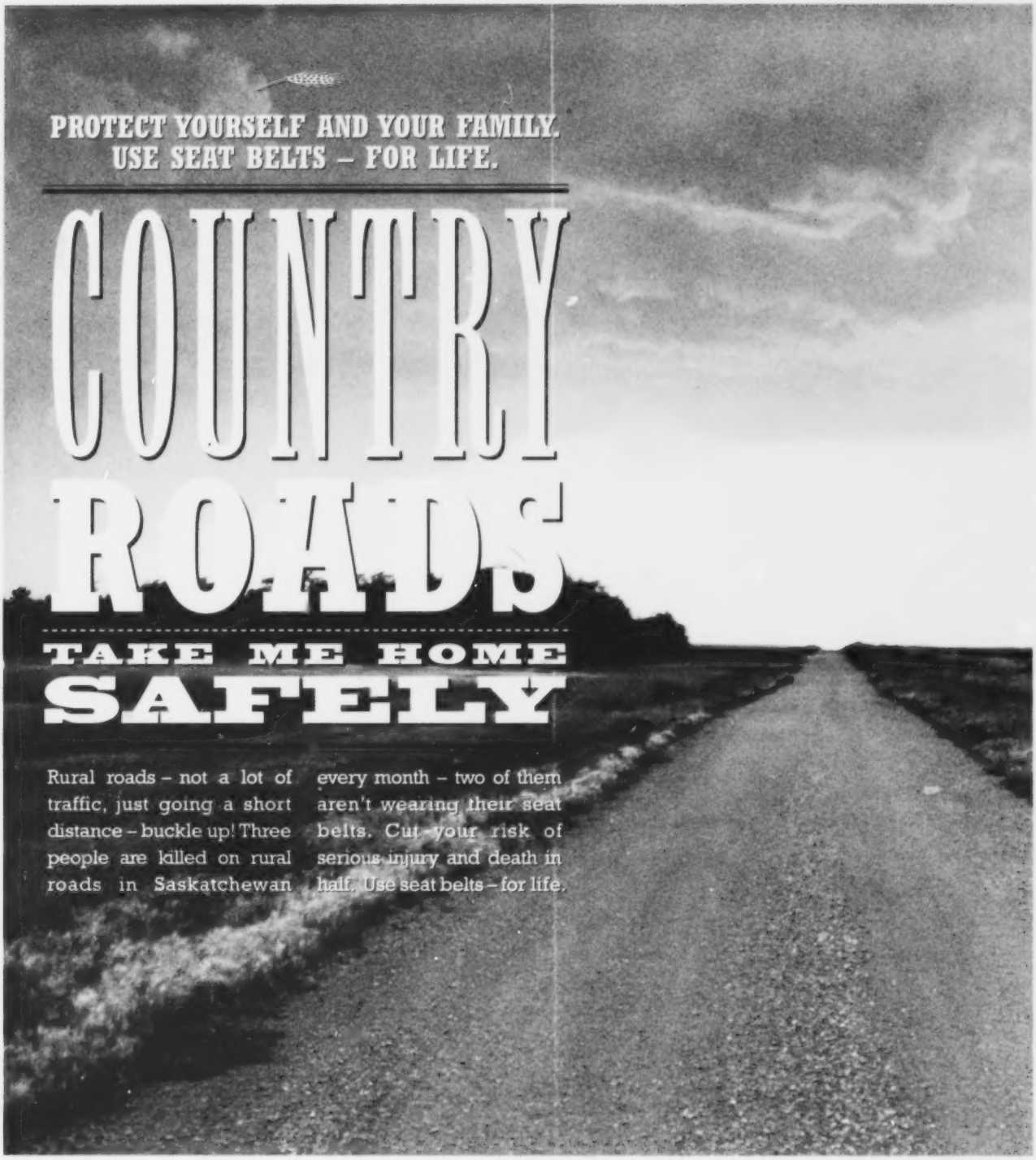
Veh #1 58 59 60 Veh #2 61 62 63

Police Service

Officer

Date/time

3166 H.T.B. COPY 01/01


PROTECT YOURSELF AND YOUR FAMILY.
USE SEAT BELTS – FOR LIFE.
COUNTRY
ROADS
TAKE ME HOME
SAFELY
Rural roads – not a lot of traffic, just going a short distance – buckle up! Three people are killed on rural roads in Saskatchewan every month – two of them aren't wearing their seat belts. Cut your risk of serious injury and death in half. Use seat belts – for life.

FOR MORE INFORMATION CONTACT:

Traffic Accident Information System
Traffic Safety Program Evaluation
Auto Fund Div., SGI
4th Floor, 2260 – 11th Avenue
Regina, Saskatchewan
S4P 2N7

Phone: (306) 775-6668
Fax: (306) 775-6222
e-Mail: dmcnaughton@sgi.sk.ca
Web site: www.sgi.sk.ca

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SGI
Take care out there.